



239 653307  
Sup. Ct.

**Vol. VIII**

**TRANSCRIPT OF RECORD**

(Pages 3310 to 3408)

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**Supreme Court of the United States**

**OCTOBER TERM, 1944**

**No. 56**

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**SOUTHERN PACIFIC COMPANY, APPELLANT,**

**vs.**

**STATE OF ARIZONA, EX REL. JOE CONWAY,  
ATTORNEY GENERAL OF THE STATE OF  
ARIZONA**

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**APPEAL FROM THE SUPERIOR COURT OF THE STATE OF ARIZONA,  
COUNTY OF PIMA**

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**FILED APRIL 12, 1944.**





# SUPREME COURT OF THE UNITED STATES

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APPEAL FROM THE SUPERIOR COURT OF THE STATE OF ARIZONA,  
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5878

3399





**Defendant's Exhibit No. 270 (Witness J.J. Sullivan)**  
**Feb. 5, 1941**

TABULATION OF DATA  
 SHOWN IN SUMMARIES OF ACCIDENT INVESTIGATION REPORTS,  
 INTERSTATE COMMERCE COMMISSION - BUREAU OF SAFETY,  
 IN SO FAR AS IT RELATES TO ACCIDENTS INVOLVING ROAD FREIGHT TRAINS, INCLUDING MIXED TRAINS HANDLING FREIGHT CARS  
 YEARS 1928 TO 1939

C. SAFETY ACCIDENT ON REPORTS COVERED (2)	TOTAL NUMBER OF ACCIDENTS ALL KINDS OF TRAINS INVESTIGATED (3)	NUMBER OF ACCIDENTS INVESTIGATED INVOLVING FREIGHT TRAINS							TOTAL NUMBER OF FREIGHT TRAINS INVOLVED AS TO VARIOUS LENGTHS									DEFECTS IN OR FAILURES OF FRT. CARS (19)	DEFECTS IN OR FAILURES OF LOCO- MOTIVES (20)	DEFECTS IN OR FAILURES OF MOT & STRUCTURES (21)	ALL OTHER CAUSES EXCEPT NEGLECTANCE (22)	PRIMARY CAUSE OF ACCIDENT INVESTIGATED NEGLECTANCE OF EMPLOYEES				
		TOTAL NUMBER INVOLVING FREIGHT TRAINS (4)	COLLISIONS (5)	DERAILMENTS (6)	LOCOMOTIVE AND OTHER LOCOMOTIVE ACCIDENTS (7)	MISCELLANEOUS (8)	PERSONS		40 AND LESS (11)	41 TO 50 (12)	51 TO 60 (13)	61 TO 70 (14)	71 TO 80 (15)	81 TO 90 (16)	91 TO 100 (17)	OVER 100 (18)	CONDUCTORS & BRAKEMEN (23)					ENGINEERS & FIREMEN (24)	JOINT TRAINMEN & ENGINEERS (25)	TRAIN DISPATCHERS & OPERATORS (26)	ALL OTHER EMPLOYEES (27)	
							KILLED (9)	INJURED (10)																		
Mar. 1928	21	9	6	2	-	1	14	38	6	-	2	5	2	1	-	-	1	-	1	1	1	2	3	-	-	
June 1928	14	6	4	2	-	-	9	53	3	1	2	1	-	2	-	1	2	-	-	-	-	2	2	-	-	
Sept 1928	16	9	5	4	-	-	17	104	4	1	2	1	-	2	-	-	2	-	1	1	1	2	2	-	-	
Dec. 1928	22	8	8	-	-	-	17	137	8	-	1	-	1	1	-	-	-	-	-	-	-	2	6	-	-	
EAR 1928	73	32	23	8	-	1	57	332	21	2	7	7	3	6	-	1	5	-	2	2	2	8	13	-	-	
Mar. 1929	48	25	22	3	-	-	34	160	22	2	3	3	4	-	2	1	2	-	1	-	7	4	9	-	1	
June 1929	15	9	6	2	-	1	10	109	6	-	-	2	-	1	1	-	-	-	1	-	-	4	-	-	2	
Sept 1929	35	19	14	5	-	-	28	124	14	3	3	1	2	1	-	1	1	-	2	2	3	5	5	1	-	
Dec. 1929	35	17	15	2	-	-	13	147	11	3	2	4	1	2	-	2	1	-	-	-	5	5	4	-	2	
EAR 1929	133	70	57	12	-	1	85	540	53	8	8	10	7	4	3	4	4	-	4	3	15	18	18	2	5	
Mar. 1930	25	14	10	3	-	1	26	166	8	2	4	-	1	1	1	-	1	-	-	1	3	7	2	-	-	
June 1930	18	9	7	2	-	-	7	58	6	2	1	2	-	-	1	-	1	-	-	-	1	4	2	-	1	
Sept 1930	29	12	7	5	-	-	26	52	4	5	2	-	2	-	1	1	1	1	1	2	1	3	2	1	-	
Dec. 1930	15	8	6	2	-	-	9	56	10	-	-	-	-	1	-	-	1	-	-	-	2	3	2	-	-	
EAR 1930	77	43	30	12	-	1	68	332	28	9	7	2	3	2	3	1	4	1	1	3	7	17	8	1	1	
Mar. 1931	17	5	4	1	-	-	4	38	3	1	-	-	-	-	-	1	-	-	-	-	-	3	1	-	1	
June 1931	15	7	4	3	-	-	9	56	1	2	-	2	1	1	1	1	1	-	-	1	-	3	1	-	-	
Sept 1931	14	3	-	3	-	-	6	8	2	1	-	-	-	-	-	-	-	-	-	2	-	1	-	-	-	
Dec. 1931	18	13	7	6	-	-	18	122	7	2	3	1	-	3	-	1	2	-	2	1	2	4	2	-	-	
EAR 1931	64	28	15	13	-	-	37	224	13	6	3	3	1	4	1	3	3	-	2	4	2	11	4	-	1	
Mar. 1932	15	6	5	1	-	-	8	35	5	1	1	-	1	-	-	1	-	1	-	-	1	1	2	-	-	
June 1932	11	6	3	3	-	-	15	64	2	-	-	-	2	-	2	1	3	-	-	-	-	2	-	-	1	
Sept 1932	17	14	10	4	-	-	17	67	11	2	1	2	1	-	2	1	-	-	1	-	2	4	3	1	-	
Dec. 1932	14	10	5	5	-	-	9	38	4	2	1	2	1	-	1	2	3	-	-	1	-	5	-	1	-	
EAR 1932	57	36	23	13	-	-	49	204	22	5	3	4	5	-	5	5	6	1	1	2	3	12	5	2	1	
Mar. 1933	11	4	1	3	-	-	3	3	1	-	1	2	1	1	-	-	2	-	-	1	-	-	1	-	-	
June 1933	17	7	1	6	-	-	8	16	2	2	-	1	2	-	-	1	3	-	-	2	-	1	-	-	1	
Sept 1933	28	16	7	9	-	-	20	69	8	2	1	1	3	3	1	2	3	-	4	-	1	4	1	1	-	
Dec. 1933	22	12	6	6	-	-	20	43	7	2	1	2	-	-	2	-	-	-	1	5	2	1	3	-	-	
EAR 1933	78	39	15	24	-	-	51	131	18	6	3	6	6	4	3	3	8	-	5	8	3	6	5	1	1	

llivan)

AINS HANDLING FREIGHT CARS

R ES PT ENCE	PRIMARY CAUSE OF ACCIDENT INVESTIGATED						NOT DEFINITELY DETERMINED OR QUESTIONABLE	TOTAL ALL CAUSES
	CONDUCTORS & BRAKEMEN (23)	ENGINEERS & FIREMEN (24)	JOINT TRAINMEN & ENGINEMEN (25)	TRAIN DISPATCHERS & OPERATORS (26)	ALL OTHER EMPLOYEES (27)	JOINT TWO OR MORE OTHER EMPLOYEES (28)		
	1	2	3	-	-	-	-	9
	-	2	2	-	-	-	-	6
	1	2	2	-	-	-	-	9
	-	2	6	-	-	-	-	8
	2	8	13	-	-	-	-	32
	7	4	9	1	1	-	-	25
	-	4	-	-	2	-	1	9
	3	5	5	1	-	-	-	19
	5	5	4	-	2	-	-	17
	15	18	18	2	5	-	1	70
	3	7	2	-	-	-	-	14
	1	4	2	-	1	-	-	9
	1	3	2	1	-	-	-	12
	2	3	2	-	-	-	-	8
	7	17	8	1	1	-	-	43
	-	3	1	-	1	-	-	5
	-	3	1	-	-	-	1	7
	-	1	-	-	-	-	-	3
	2	4	2	-	-	-	-	13
	2	11	4	-	1	-	1	28
	1	1	2	-	-	1	1	6
	-	2	-	-	1	-	-	6
	2	4	3	1	-	1	1	14
	-	5	-	1	-	-	-	10
	3	12	5	2	1	1	2	36
	-	-	1	-	-	-	-	4
	-	1	-	-	1	-	-	7
	1	4	1	1	-	-	2	16
	2	1	3	-	-	-	-	12
	3	6	5	1	1	-	2	39
	-	1	4	-	-	-	-	10
	-	-	-	-	-	-	1	7



	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)	(26)
35	Jan. to Mar. 1928	21	9	6	2	-	-	1	14	38	6	-	2	5	2	1	-	-	1	-	1	1	1	2	3	-
36	Apr. to June 1928	14	6	4	2	-	-	-	9	53	3	1	2	1	-	2	-	1	2	-	-	-	-	2	2	-
37	July to Sept 1928	16	9	5	4	-	-	-	17	104	4	1	2	1	-	2	-	-	2	-	1	1	1	2	2	-
38	Oct. to Dec. 1928	22	8	8	-	-	-	-	17	137	8	-	1	-	1	1	-	-	-	-	-	-	-	2	6	-
	TOTAL YEAR 1928	73	32	23	8	-	-	1	57	332	21	2	7	7	3	6	-	1	5	-	2	2	2	8	13	-
39	Jan. to Mar. 1929	48	25	22	3	-	-	-	34	160	22	2	3	3	4	-	2	1	2	-	1	-	7	4	9	1
40	Apr. to June 1929	15	9	6	2	-	-	1	10	109	6	-	-	2	-	1	1	-	-	-	1	1	-	4	-	-
41	July to Sept 1929	35	19	14	5	-	-	-	28	124	14	3	3	1	2	1	-	1	1	-	2	2	3	5	5	1
42	Oct. to Dec. 1929	35	17	15	2	-	-	-	13	147	11	3	2	4	1	2	-	2	1	-	-	-	5	5	4	-
	TOTAL YEAR 1929	133	70	57	12	-	-	1	85	540	53	8	8	10	7	4	3	4	4	-	4	3	15	18	18	2
43	Jan. to Mar. 1930	25	14	10	3	-	-	1	26	166	8	2	4	-	1	1	1	-	1	-	-	1	3	7	2	-
44	Apr. to June 1930	18	9	7	2	-	-	-	7	58	6	2	1	2	-	-	1	-	1	-	-	-	1	4	2	-
45	July to Sept 1930	19	12	7	5	-	-	-	26	52	4	5	2	-	2	-	1	1	1	1	1	2	1	3	2	1
46	Oct. to Dec. 1930	15	8	6	2	-	-	-	9	56	10	-	-	-	-	1	-	-	1	-	-	-	2	3	2	-
	TOTAL YEAR 1930	77	43	30	12	-	-	1	68	332	28	9	7	2	3	2	3	1	4	1	1	3	7	17	8	1
47	Jan. to Mar. 1931	17	5	4	1	-	-	-	4	38	3	1	-	-	-	-	-	1	-	-	-	-	-	3	1	-
48	Apr. to June 1931	15	7	4	3	-	-	-	9	56	1	2	-	2	1	1	1	1	1	-	-	-	-	3	1	-
49	July to Sept 1931	14	3	-	3	-	-	-	6	8	2	1	-	-	-	-	-	-	-	-	-	2	-	1	-	-
50	Oct. to Dec. 1931	18	13	7	6	-	-	-	18	122	7	2	3	1	-	3	-	1	2	-	2	1	2	4	2	-
	TOTAL YEAR 1931	64	28	15	13	-	-	-	37	224	13	6	3	3	1	4	1	3	3	-	2	4	2	11	4	-
51	Jan. to Mar. 1932	15	6	5	1	-	-	-	8	35	5	1	1	-	1	-	-	1	-	1	-	-	1	1	2	-
52	Apr. to June 1932	11	6	3	3	-	-	-	15	64	2	-	-	-	2	-	2	1	3	-	-	-	-	2	-	-
53	July to Sept 1932	17	14	10	4	-	-	-	17	67	11	2	1	2	1	-	2	1	-	-	1	1	2	4	3	1
54	Oct. to Dec. 1932	14	10	5	5	-	-	-	9	38	4	2	1	2	1	-	1	2	3	-	-	1	-	5	-	1
	TOTAL YEAR 1932	57	36	23	13	-	-	-	49	204	22	5	3	5	5	-	5	5	6	1	1	2	3	12	5	2
55	Jan. to Mar. 1933	11	4	1	3	-	-	-	3	3	1	-	1	2	1	1	-	-	2	-	-	1	-	-	1	-
56	Apr. to June 1933	17	7	1	6	-	-	-	8	16	2	2	-	1	2	-	-	1	3	-	-	2	-	1	-	-
57	July to Sept 1933	28	16	7	9	-	-	-	20	69	8	2	1	1	3	3	1	2	3	-	4	-	1	4	1	1
58	Oct. to Dec. 1933	22	22	6	6	-	-	-	20	43	7	2	1	2	-	-	2	-	-	-	1	5	2	1	3	-
	TOTAL YEAR 1933	78	39	15	24	-	-	-	51	131	18	6	3	6	6	4	3	3	8	-	5	8	3	6	5	1
59	Jan. to Mar. 1934	24	10	5	4	-	1	1	5	17	8	-	1	1	2	-	-	1	3	-	-	2	-	1	4	-
60	Apr. to June 1934	13	7	3	4	-	-	-	10	11	3	1	1	3	1	-	-	-	-	-	-	2	1	1	1	1
61	July to Sept 1934	17	7	2	5	-	-	-	10	21	3	2	1	2	-	-	-	1	1	-	-	3	1	-	1	-
62	Oct. to Dec. 1934	23	13	10	3	-	-	-	16	31	9	4	1	-	1	1	-	2	1	-	2	-	1	3	5	1
	TOTAL YEAR 1934	77	37	20	16	-	1	1	41	80	23	7	4	6	4	1	-	4	5	-	2	7	3	5	11	2
63	Jan. to Mar. 1935	16	10	5	5	-	-	-	10	114	7	1	-	3	-	1	-	-	2	-	-	3	1	1	1	1
64	Apr. to June 1935	17	15	5	10	-	-	-	17	60	8	3	2	4	1	-	-	-	3	-	3	4	-	3	1	1
65	July to Sept 1935	22	17	5	11	-	1	1	32	70	9	3	1	2	1	1	-	4	3	-	2	5	-	2	3	-
66	Oct. to Dec. 1935	16	8	3	4	-	1	1	10	15	5	1	-	3	-	2	-	-	3	-	-	1	1	2	-	-
	TOTAL YEAR 1935	71	50	18	30	-	2	1	69	259	29	8	3	12	2	4	-	4	11	-	5	13	2	8	5	2

	(23)	(24)	(25)	(26)	(27)	(28)	(29)	(30)
	1	2	3	-	-	-	-	9
	-	2	2	-	-	-	-	6
	1	2	2	-	-	-	-	9
	-	2	6	-	-	-	-	8
	2	8	13	-	-	-	-	32
	-	4	9	1	1	-	-	25
	-	4	-	-	2	-	1	9
	3	5	5	1	-	-	-	19
	5	5	4	-	2	-	-	17
	15	18	18	2	5	-	1	70
	3	7	2	-	-	-	-	14
	1	4	2	-	1	-	-	9
	1	3	2	1	-	-	-	12
	2	3	2	-	-	-	-	8
	7	17	8	1	1	-	-	43
	-	3	1	-	1	-	-	5
	-	3	1	-	-	-	1	7
	-	1	-	-	-	-	-	3
	2	4	2	-	-	-	-	13
	2	11	4	-	1	-	1	28
	1	1	2	-	-	-	1	6
	-	2	-	-	1	-	-	6
	2	4	3	1	-	1	1	14
	-	5	-	1	-	-	-	10
	3	12	5	2	1	1	2	36
	-	-	1	-	-	-	-	4
	-	1	-	-	1	-	-	7
	1	4	1	1	-	-	2	16
	2	1	3	-	-	-	-	12
	3	6	5	1	1	-	2	39
	-	1	4	-	-	-	-	10
	1	1	1	1	-	-	1	7
	1	-	1	-	-	-	1	7
	1	3	5	1	-	-	-	13
	3	5	11	2	-	-	2	37
	1	1	1	1	-	1	-	10
	-	3	1	1	-	-	-	15
	-	2	3	-	1	1	-	17
	1	2	-	-	1	-	-	8
	2	8	5	2	2	2	-	30



1. I. C. C. SUMMARY OF SAFETY INVESTIGATION REPORTS PERIOD COVERED	2. TOTAL NUMBER OF ACCIDENTS ALL KINDS OF TRAINS INVESTIGATED	3. NUMBER OF ACCIDENTS INVESTIGATED INVOLVING FREIGHT TRAINS							4. TOTAL NUMBER OF FREIGHT TRAINS INVOLVED AS TO VARIOUS LENGTHS								19. DEFECTS IN OR FAILURES OF FRT. CARS	20. DEFECTS IN OR FAILURES OF LOCO- MOTIVES	21. DEFECTS IN OR FAILURES OF WAY & STRUCTURES	22. ALL OTHER CAUSES EXCEPT NEGLECT	5. PRIMARY CAUSE OF ACCIDENT, IF INVESTIGATED - NEGLIGENCE OF EMPLOYEES					27. ALL OTHER EMPLOYEES
		6. TOTAL NUMBER INVOLVING FREIGHT TRAINS	5. COLLISIONS	7. DERAILMENTS	8. LOCOMOTIVE BOILER AND OTHER LOCOMOTIVE ACCIDENTS	9. MISCELLANEOUS	10. PERSONS		11. 40 AND LESS	12. 41 TO 50	13. 51 TO 60	14. 61 TO 70	15. 71 TO 80	16. 81 TO 90	17. 91 TO 100	18. OVER 100					23. CONDUCTORS & ENGINEERS	24. ENGINEERS & FIREMEN	25. JOINT TRAINMEN & ENGINEERS	26. TRAIN DISPATCHERS & OPERATORS		
							KILLED	INJURED																		
1. (2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	
7 Jan. to Mar. 1936	28	16	8	8	-	-	21	64	12	1	4	2	-	-	-	2	5	-	-	3	2	1	4	-	1	
8 Apr. to June 1936	18	13	6	7	-	-	14	219	9	2	2	1	-	-	-	1	1	1	-	4	-	3	1	-	-	
9 July to Sept 1936	28	15	6	9	-	-	24	44	8	3	3	2	-	1	-	-	2	1	2	3	2	2	1	-	-	
0 Oct. to Dec. 1936	27	18	13	5	-	-	24	68	14	1	2	6	2	2	1	1	-	-	1	2	3	1	6	1	2	
TOTAL YEAR 1936	101	62	33	29	-	-	83	395	43	7	11	11	2	3	1	4	11	2	3	12	7	7	12	1	3	
1 Jan. to Mar. 1937	36	26	19	7	-	-	29	117	18	5	3	4	1	2	1	2	1	-	2	1	4	8	7	-	-	
2 Apr. to June 1937	18	8	2	6	-	-	7	15	3	4	1	-	-	-	1	-	2	-	2	-	2	-	-	-	-	
3 July to Sept 1937	17	12	5	7	-	-	20	32	11	1	2	-	-	-	-	-	1	-	-	3	1	2	3	-	1	
4 Oct. to Dec. 1937	39	21	11	10	-	-	31	62	13	2	4	-	4	2	-	1	4	-	-	6	1	2	5	-	1	
TOTAL YEAR 1937	110	67	37	30	-	-	87	226	45	12	10	4	5	4	2	3	8	-	4	10	6	14	15	-	2	
5 Jan. to Mar. 1938	22	13	10	3	-	-	21	78	7	2	-	1	2	1	1	1	-	-	-	2	3	3	2	1	-	
6 Apr. to June 1938	17	9	3	6	-	-	7	47	3	3	1	-	2	-	-	-	1	2	-	3	-	-	2	-	1	
7 July to Sept 1938	17	9	5	3	-	1	9	42	5	2	1	-	1	-	1	-	1	-	1	1	1	2	-	1		
8 Oct. to Dec. 1938	24	15	9	6	-	-	30	100	10	3	2	1	1	1	-	1	1	-	1	5	-	3	4	1	-	
TOTAL YEAR 1938	80	46	27	18	-	1	67	267	25	10	4	2	6	2	2	2	3	2	2	11	4	7	10	2	2	
9 Jan. to Mar. 1939	20	15	-	-	-	-	17	83	7	1	3	1	-	1	1	3	3	-	-	4	1	5	2	-	-	
0 Apr. to June 1939	26	17	-	-	-	-	24	79	7	4	1	2	4	2	1	1	-	1	2	5	-	3	5	1	-	
1 July to Sept 1939	17	9	-	-	-	-	9	57	3	-	2	3	2	-	-	3	-	1	-	1	1	4	2	-	2	
2 Oct. to Dec. 1939	18	10	-	-	-	-	7	118	7	1	-	2	-	1	1	2	-	-	-	1	-	3	6	-	-	
TOTAL YEAR 1939	81	51	-	-	-	-	57	337	24	6	6	8	6	4	3	9	3	2	2	11	2	15	15	1	-	
GRAND TOTAL 12 YEARS	1002	561	298	206	-	7	751	3,327	344	86	69	75	50	38	23	43	71	8	33	86	56	128	121	14	18	

CAUSES OF ACCIDENTS, CASUALTIES, AND NUMBER OF FREIGHT TRAINS BY VARIOUS LENGTHS

CAUSE	PER CENT. OF TOTAL ACCIDENTS	NUMBER OF ACCIDENTS	PERSONS		NUMBER OF FREIGHT TRAINS INVOLVED AS TO VARIOUS LENGTHS IN CARS, EXCLUSIVE OF CARGOES										TOTAL	#
					KILLED	INJURED	40 AND LESS	41 TO 50	51 TO 60	61 TO 70	71 TO 80	81 TO 90	91 TO 100	OVER 100		
			(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)		
1. NEGLIGENCE OF EMPLOYEES	62.2	349	390	2,428	258	53	45	53	31	22	15	22	499	40		
2. DEFECTS IN OR FAILURES OF EQUIPMENT	14.1	79	108	318	24	11	10	6	9	9	6	15	90	5		
3. DEFECTS IN OR IMPROPER MAINTENANCE OF WAY AND STRUCTURES	5.9	33	57	202	17	7	4	2	3	1	1	1	36	3		
7. MISCELLANEOUS CAUSES	17.8	100	196	379	45	15	10	14	7	6	1	5	103	8		
GRAND TOTAL	100.0	561	751	3,327	344	86	69	75	50	38	23	43	728	57		

ALL SERIES DEPT AGENCY (22)	PRIMARY CAUSE OF ACCIDENT INVESTIGATED EMPLOYMENT OF EMPLOYEES						NOT DEFINITELY DETERMINED OR QUESTIONABLE (29)	TOTAL ALL CAUSES (30)
	CONDUCTORS & BRAKESMEN (23)	ENGINEERS & FIREMEN (24)	JOINT TRAINMEN & ENGINEERS (25)	TRAIN DISPATCHERS & OPERATORS (26)	ALL OTHER EMPLOYEES (27)	JOINT TWO OR MORE OTHER EMPLOYEES (28)		
3	2	1	4	-	1	-	-	16
4	-	3	1	-	-	2	1	13
3	2	2	1	-	-	-	1	14
2	3	1	6	1	2	-	-	19
12	7	7	12	1	3	2	2	62
1	4	8	7	-	-	2	1	26
-	-	2	-	-	-	-	2	8
3	1	2	3	-	1	-	1	12
6	1	2	5	-	1	2	-	21
10	6	14	15	-	2	4	4	67
2	3	3	2	1	-	2	-	13
3	-	-	2	-	1	-	-	9
1	1	1	2	-	1	1	-	9
5	-	3	4	1	-	-	-	15
11	4	7	10	2	2	3	-	46
4	1	5	2	-	-	-	-	15
5	-	3	5	1	-	-	-	17
1	1	4	2	-	-	-	-	9
1	-	3	6	-	-	-	-	10
11	2	15	15	1	-	-	-	51
56	56	128	121	14	18	12	14	561

NUMBER OF FREIGHT TRAINS INVOLVED AS TO VARIOUS LENGTHS IN CARS, EXCLUSIVE OF CARBOOSE										TOTAL			
40 AND LESS	41 TO 50	51 TO 60	61 TO 70	71 TO 80	81 TO 90	91 TO 100	OVER 100	TOTAL		70 CARS AND LESS		OVER 70 CARS	
(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)		NO.	PER CENT.	NO.	PER CENT.
258	53	45	53	31	22	15	22	499		409	82.0	90	18.0
24	11	10	6	9	9	6	15	90		51	56.7	39	43.3
17	7	4	2	3	1	1	1	36		30	83.3	6	16.7
45	15	10	14	7	6	1	5	103		84	81.6	19	18.4
344	86	69	75	50	38	23	43	728		574	78.8	154	21.2



# ACCIDENT REPORTS ACT.

AN ACT REQUIRING COMMON CARRIERS ENGAGED IN INTERSTATE AND FOREIGN COMMERCE TO MAKE FULL REPORTS OF ALL ACCIDENTS TO THE INTERSTATE COMMERCE COMMISSION, AND AUTHORIZING INVESTIGATIONS THEREOF BY SAID COMMISSION.

BE IT ENACTED BY THE SENATE AND HOUSE OF REPRESENTATIVES OF THE UNITED STATES OF AMERICA IN CONGRESS ASSEMBLED, That it shall be the duty of the general manager, superintendent, or other proper officer of every common carrier engaged in interstate or foreign commerce by railroad to make to the Interstate Commerce Commission, at its office in Washington, District of Columbia, a monthly report under oath, of all collisions, derailments, or other accidents resulting in injury to persons, equipment, or roadbed arising from the operation of such railroad under such rules and regulations as may be prescribed by the said commission, which report shall state the nature and causes thereof and the circumstances connected therewith: PROVIDED, That hereafter all said carriers shall be relieved from the duty of reporting accidents in their annual financial and operating reports made to the commission.

SEC. 2. That any common carrier failing to make such report within thirty days after the end of any month shall be deemed guilty of a misdemeanor, and upon conviction thereof by a court of competent jurisdiction shall be punished by a fine of not more than one hundred dollars for each and every offense and for every day during which it shall fail to make such report after the time herein specified for making the same.

SEC. 3. That the Interstate Commerce Commission shall have authority to investigate all collisions, derailments, or other accidents resulting in serious injury to person or to the property of a railroad occurring on the line of any common carrier engaged in interstate or foreign commerce by railroad. The commission, or any impartial investigator thereunto authorized by said commission, shall have authority to investigate such collisions, derailments, or other accidents aforesaid, and all the attending facts, conditions, and circumstances, and for that purpose may subpoena witnesses, administer oaths, take testimony, and require the production of books, papers, orders, memoranda, exhibits, and other evidence, and shall be provided by said carriers with all reasonable facilities: PROVIDED, That when such accident is investigated by a commission of the State in which it occurred, the Interstate Commerce Commission shall, if convenient, make any investigation it may have previously determined upon, at the same time as, and in connection with, the State commission investigation. Said commission shall, when it deems it to be in the public interest, make reports of such investigations, stating the cause of accident, together with such recommendations as it deems proper. Such reports shall be made public in such manner as the commission deems proper.

SEC. 4. That neither said report nor any report of said investigation nor any part thereof shall be admitted as evidence or used for any purpose in any suit or action for damages growing out of any matter mentioned in said report or investigation.

SEC. 5. That the Interstate Commerce Commission is authorized to prescribe for such common carriers a method and form for making the reports hereinbefore provided.

SEC. 6. That the Act entitled "An Act requiring common carriers engaged in interstate commerce to make full reports of all accidents to the Interstate Commerce Commission," approved March third, nineteen hundred and one, is hereby repealed.

SEC. 7. That the term "interstate commerce," as used in this Act, shall include transportation from any State or Territory or the District of Columbia to any other State or Territory or the District of Columbia, and the term "foreign commerce," as used in this Act, shall include transportation from any State or Territory or the District of Columbia to any foreign country and from any foreign country to any State or Territory or the District of Columbia.

SEC. 8. That this Act shall take effect sixty days after its passage.

Public, No. 165, approved May 6, 1910.

ORDER

At a Session of the INTERSTATE COMMERCE Commission held at its office in Washington, D.C., on the

IN THE MATTER OF REQUIRING COMMON CARRIERS ENGAGED IN INTERSTATE OR FOREIGN COMMERCE TO MAKE SPECIAL REPORTS BY TELEGRAM OF ACCIDENTS RESULTING IN DEATH OR INJURY TO ONE OR MORE PERSONS.

The commission having under consideration the matter of informing itself as to the cases, of investigating collisions, accidents resulting in serious injury on the line of any common carrier engaged in interstate or foreign commerce by railroad, as authorized by the Act of May 6, 1910, and pursuant to Section 20 of the Interstate Commerce Act.

It is ordered, That the requirement of the Act of June 21, 1911, be and it is so ordered.

It is ordered, That on and after the occurrence of any collision or accident on a railroad operated by such carrier, in the death or serious injury including any collision with a crossing resulting in the death of any passenger, employee, or other person, or in the injury to any train involved in any such collision.

It is further ordered, That the carrier shall, within three days following the accident, report to the commission, division 6, the facts of the accident, and the names of the persons injured, and the nature and extent of the injury to any person sufficient, in the opinion of the commission, to incapacitate the injured person in his customary vocation or mode of life for a period of more than three days in the aggregate during the three days following the accident.

By the commission, division 6.

(SEAL)

ORDER

At a Session of the INTERSTATE COMMERCE COMMISSION, Division 6, held at its office in Washington, D.C., on the 8th day of December, A.D., 1928

IN THE MATTER OF REQUIRING COMMON CARRIERS BY RAILROAD ENGAGED IN INTERSTATE OR FOREIGN COMMERCE, TO MAKE SPECIAL REPORTS BY TELEGRAM OF ACCIDENTS CAUSING DEATH OR INJURY TO ONE OR MORE PERSONS.

"The commission having under further consideration the matter of informing itself as to the advisability, in particular cases, of investigating "collisions, derailments, or other accidents resulting in serious injury to persons" occurring on the line of any common carrier engaged in interstate or foreign commerce by railroad, as authorized by Section 3 of the Act of May 6, 1910, and pursuant to the provisions of Section 20 of the interstate commerce act:

It is ordered, That the requirements of the order of the commission of June 21, 1911, be modified to read as follows:

It is ordered, That on and after January 1, 1929, every common carrier engaged in interstate or foreign commerce by railroad shall by its general manager, superintendent, or other proper officer immediately after the occurrence thereof, report by telegram to the Interstate Commerce Commission, at its office in Washington, D.C., any collision or derailment upon the railroad operated by such common carrier resulting in the death or serious injury of one or more persons, including any collision with a motor vehicle at a grade crossing resulting in the death or serious injury of any passenger, employee, or other person riding on the train involved in any such collision.

It is further ordered, That the words "serious injury" as used in the preceding paragraph of this order shall mean "an injury to any person sufficient, in the opinion of the reporting officer, to incapacitate the injured person from following his customary vocation or mode of life for a period of more than three days in the aggregate during the ten days immediately following the accident."

By the commission, division 6.

GEORGE B. MCGINTY,  
Secretary.

(SEAL)

DETAIL OF CAUSE  
AS ASSIGNED BY INTERSTATE COMMERCE COMMISSION, BUREAU OF SAFETY,  
FOR ACCIDENT, NUMBER OF CASUALTIES AND NUMBER OF TRAINS INVOLVED,  
BY VARIOUS LENGTHS

	I.C.C. INVESTIGATION NUMBER	NUMBER OF ACCIDENTS	PERSONS		NUMBER OF FREIGHT TRAINS INVOLVED AS TO VARIOUS LENGTHS IN CARS, EXCLUSIVE OF CABOOSSES							
			KILLED	INJURED	40 AND LESS	41 TO 50	51 TO 60	61 TO 70	71 TO 80	81 TO 90	91 TO 100	OVER 100
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
<b>I. NEGLIGENCE OF EMPLOYEES:</b>												
<b>(A) Train Orders:</b>												
1. Failure of the engineman of the passenger train to obey a meet order	1414	1	1	21	1							
2. Failure to obey a wait order, for which the engineman, fireman and conductor of one of the trains were responsible	1426	1		4			1			1		
3. Failure to obey a meet order, for which the engineman and the conductor of the freight train were primarily responsible	1448	1	1	10			1					
4. Failure to obey a wait order, for which the motorman and conductor of a passenger train were responsible	1465	1	2	63	1							
5. Failure of an operator to deliver a wait order and by his failure to secure the block before permitting one of the trains to enter the block	1469	1	4	3	2							
6. Failure to remember a meet order, for which the entire crew of the freight train was responsible, with the exception of the middle brakeman; the latter was at fault for his failure to make himself acquainted with the contents of the orders held by his train	1478	1		4	1							
7. Failure to obey a wait order, for which the entire crew of a passenger train was responsible	1486	1	6		1							
8. Failure to obey a meet order, for which the entire crew of a passenger train was responsible	1501	1	3	38	1							
9. Failure to obey a wait order, for which the engineman, fireman and head brakeman of one of the trains were responsible	1507	1		4	2							
10. Failure of the motorman and conductor of one of the trains to stop at a siding specified by train order, and obtain further orders before proceeding beyond that point	1557	1	1	5	2							
11. Failure to obey a wait order, for which the entire crew of one of the trains was responsible	1566	1	2	6	2							
12. Failure of the road foreman of engines who was acting as engineman of the following train, to read all of the train orders affecting the movement of his train	1581	1		3	1		1					
13. Failure of the signalman on duty to deliver a train order	1593	1	2	4	1	1						
14. Failure of the engineman of the passenger train to obey a train order establishing a meeting point	1645	1		8	1							
15. Failure to obey a meet order, for which the motorman of the passenger train was responsible	1677	1	1	4	1							
16. Caused by the engineman and the fireman of the light engine misreading a wait order	1701	1	1	2			1					
17. Failure of a conductor to deliver a meet order to his engineman	1760	1		4	1	1						
18. Failure to obey a meet order, for which the conductor-motorman of a passenger train was responsible	1770	1	9	5	1							
19. Lap order	1778	1	2	3	2							
20. Failure of an operator to copy that portion of a train order which directed a train superior by direction to take siding at a meeting point with an opposing train	1793	1	4	2	1							1
21. Failure of the engineman of a passenger train properly to obey a meet order	1799	1		16		1						
22. Failure of an agent-operator to deliver a meet order	1846	1		2	2							
23. Failure to obey a wait order	1883	1		4	2							
24. Failure to obey a wait order	1889	1		2	2							
25. Failure to obey a meet order	1900	1	2	4	1							
26. Failure to obey a meet order	1914	1	2	1	1			1				
27. Failure to obey a meet order	1944	1		3	1							
28. Failure of an operator to deliver a copy of a meet order	1970	1		9	2							
29. Action of the dispatcher in annulling a train order to an inferior train without first annulling it to the superior train; the operator failed to hold the superior train in accordance with verbal instructions received from the dispatcher	1980	1		3		1		1				



PERSONS		NUMBER OF FREIGHT TRAINS INVOLVED AS TO VARIOUS LENGTHS IN CARS, EXCLUSIVE OF CABOOSE									TOTAL			
		40 AND LESS	41 TO 50	51 TO 60	61 TO 70	71 TO 80	81 TO 90	91 TO 100	OVER 100	TOTAL	70 CARS AND LESS		OVER 70 CARS	
											NO.	PER CENT.	NO.	PER CENT.
KILLED	INJURED	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)
1	21	1												
	4			1			1							
1	10			1										
2	63	1												
4	3	2												
	4	1												
6		1												
3	38	1												
	4	2												
1	5	2												
2	6	2												
	3	1		1										
2	4	1	1											
	8	1												
1	4	1												
1	2				1									
	4	1	1											
9	5	1												
2	3	2												
4	2	1							1					
	16		1											
	2	2												
	4	2												
	2	2												
2	4	1												
2	1	1			1									
	3	1												
	9	2												
	3		1		1									
	3								2					

# 1. NEGLIGENCE OF EMPLOYEES:

## (A) Train Orders:

1. Failure of the engineman of the passenger train to obey a meet order.	1414	1	1	21	1	
2. Failure to obey a wait order, for which the engineman, fireman and conductor of one of the trains were responsible	1426	1		4		1
3. Failure to obey a meet order, for which the engineman and the conductor of the freight train were primarily responsible	1448	1	1	10		1
4. Failure to obey a wait order, for which the motorman and conductor of a passenger train were responsible	1465	1	2	63	1	
5. Failure of an operator to deliver a wait order and by his failure to secure the block before permitting one of the trains to enter the block	1469	1	4	3	2	
6. Failure to remember a meet order, for which the entire crew of the freight train was responsible, with the exception of the middle brakeman; the latter was at fault for his failure to make himself acquainted with the contents of the orders held by his train	1478	1		4	1	
7. Failure to obey a wait order, for which the entire crew of a passenger train was responsible	1486	1	6		1	
8. Failure to obey a meet order, for which the entire crew of a passenger train was responsible	1501	1	3	38	1	
9. Failure to obey a wait order, for which the engineman, fireman and head brakeman of one of the trains were responsible	1507	1		4	2	
10. Failure of the motorman and conductor of one of the trains to stop at a siding specified by train order, and obtain further orders before proceeding beyond that point	1557	1	1	3	2	
11. Failure to obey a wait order, for which the entire crew of one of the trains was responsible	1566	1	2	6	2	
12. Failure of the road foreman of engines who was acting as engineman of the following train, to read all of the train orders affecting the movement of his train	1581	1		3	1	1
13. Failure of the signalman on duty to deliver a train order	1593	1	2	4	1	1
14. Failure of the engineman of the passenger train to obey a train order establishing a meeting point	1645	1		8	1	
15. Failure to obey a meet order, for which the motorman of the passenger train was responsible	1677	1	1	4	1	
16. Caused by the engineman and the fireman of the light engine misreading a wait order	1701	1	1	2		
17. Failure of a conductor to deliver a meet order to his engineman	1760	1		4	1	1
18. Failure to obey a meet order, for which the conductor-motorman of a passenger train was responsible	1770	1	9	5	1	
19. Lap order	1778	1	2	3	2	
20. Failure of an operator to copy that portion of a train order which directed a train superior by direction to take siding at a meeting point with an opposing train	1793	1	4	2	2	
21. Failure of the engineman of a passenger train properly to obey a meet order	1799	1		16		1
22. Failure of an agent-operator to deliver a meet order	1846	1		2	2	
23. Failure to obey a wait order	1883	1		4	2	
24. Failure to obey a wait order	1889	1		2	2	
25. Failure to obey a meet order	1900	1	2	4	1	
26. Failure to obey a meet order	1914	1	2	1	1	
27. Failure to obey a meet order	1944	1		3	1	
28. Failure of an operator to delivery a copy of a meet order	1970	1		9	2	
29. Action of the dispatcher in annulling a train order to an inferior train without first annulling it to the superior train; the operator failed to hold the superior train in accordance with verbal instructions received from the dispatcher	1980	1		3		1
30. Failure to obey a meet order, due to the engineman falling asleep and the failure of the fireman and the head brakeman properly to check the movement of their train when approaching the meeting point	2009	1		3		
31. Failure to obey a meet order	2032	1	3	3	2	
32. Failure to obey a meet order	2107	1		18	1	
33. Primarily by failure to obey a wait order	2111	1	4	6	2	
34. Failure to comply with a meet order, due to failure to identify an opposing train at the meeting point	2126	1	5	6	1	
35. Failure of an operator properly to copy a train order; a contributing cause was the failure of Extra 4582 properly to clear the train-order waiting time of the superior train	2235	1	2	2	1	1

1	21	1											
	4		1		1								
1	10		1										
2	63	1											
4	3	2											
	4	1											
6		1											
3	38	1											
	4	2											
1	5	2											
2	6	2											
	3	1	1										
2	4	1	1										
	8	1											
1	4	1											
1	2			1									
	4	1	1										
9	5	1											
2	3	2											
4	2	1						1					
	16		1										
	2	2											
	4	2											
	2	2											
2	4	1											
2	1	1		1									
	3	1											
	9	2											
	5		1		1								
	3												
3	3	2											
	18	1											
4	6	2											
5	6	1											
4	2	1	1										



	I.C.C. INVESTIGATION NUMBER	NUMBER OF ACCIDENTS	PERSONS		NUMBER OF FREIGHT TRAINS INVOLVED AT VARIOUS LENGTHS IN CARS, EXCLUSIVE OF						
			KILLED	INJURED	40 AND LESS	41 TO 50	51 TO 60	61 TO 70	71 TO 80	81 TO 90	91 TO 100
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
<b>I. NEGLIGENCE OF EMPLOYEES:</b>											
<b>(A) Train Orders: (Continued)</b>											
36. Issuance of a lap order	2252	1	4	19	1						
37. Lap of the authority of two opposing trains, due to the lack of a common understanding of the method of operation, and by irregular practice in a train-dispatching office	2284	1	1	1	1						
38. Failure to obey a meet order	2390	1		3	1						
TOTAL - NEGLIGENCE - TRAIN ORDERS		38	64	298	43	5	3	3	-	1	-
<b>(B) Fixed Signals:</b>											
1. Failure of the engineer of one of the freight trains to operate his train under proper control after entering a block under a permissive signal indication	1409	1	1	21	1			1	1		
2. Failure properly to observe and obey signal indications, for which the engineer, fireman and head brakeman of the following train were responsible	1411	1	3	4				1		1	
3. Failure of the engineer in charge of the lead engine of one of the trains involved in the collision to approach a block signal under proper control	1421	1	2	3	1		1				
4. Failure of an engineer properly to observe signal indications	1477	1	5	38							1
5. Failure of an engineer properly to observe and obey signal indications	1558	1	3					1			
6. Failure of an engineer properly to obey signal indications in controlling speed of his train when passing through a cross-over	1629	1	2			1					
7. Failure of the engineer of the following train properly to observe and obey signal indications	1686	1		23							
8. Failure of the hostler of the light engine properly to observe and obey signal indications	1771	1	1	2							
9. Failure of the engineer of the freight train properly to observe and obey signal indications	1788	1		6	1	1					
10. Failure of an engineer properly to observe and obey the stop indication of a dwarf signal	1789	1		4				1			
11. Failure of an engineer properly to control the speed of his train after receiving a caution signal indication	1946	1	1	1					1		
12. Failure to obey signal indications	1728	1	1		1						
13. Failure of an engineer properly to obey signal indications	1509	1		7					1		
14. Failure of an engineer properly to obey signal indications	1697	1	2	3	1						
15. Failure of an engineer properly to obey signal indications	1737	1		51	1						
16. Failure of an engineer properly to obey signal indications	1801	1		1					1		
17. Failure of an engineer properly to obey signal indications	1828	1		3				1	1		
18. Failure of the engineer of the passenger train properly to obey signal indications	1724	1		2				1			
19. Failure of the engineer of the passenger train properly to observe and obey signal indications	1757	1	1	10	1						
20. Failure to observe and obey signal indications for which an engineer, fireman and head brakeman were responsible	1758	1		3			1				
21. Failure of an engineer properly to observe and obey automatic block signals and other restrictive indications	1563	1		4		1					
22. Failure of the engineer of the light engine to maintain a proper lookout when running a caution block signal indication	1611	1	2				1				
23. Failure of an engineer properly to control the speed of his train so as to stop before passing a home interlocking signal which was displaying a stop indication	1680	1		3	1						
24. Failure of an engineer properly to control the speed of his train while moving through an occupied block under a permissive block signal indication	1739	1	3			1	1				
25. Failure of an engineer properly to control the speed of his train so as to stop before passing a block signal which was in stop position	1769	1		3	1						

[illegible]



# E. NEGLIGENCE OF EMPLOYEES:

## (A) Train Orders: (Continued)

36. Issuance of a lap order
37. Lap of the authority of two opposing trains, due to the lack of a common understanding of the method of operation, and by irregular practice in a train-dispatching office
38. Failure to obey a meet order

2252	1	4	19	1					
2284	1	1	1	1					
2390	1		3	1					
TOTAL - NEGLIGENCE - TRAIN ORDERS									
	38	64	298	43	5	3	3	-	1

## (B) Fixed Signals:

1. Failure of the engineman of one of the freight trains to operate his train under proper control after entering a block under a permissive signal indication
2. Failure properly to observe and obey signal indications, for which the engineman, fireman and head brakeman of the following train were responsible
3. Failure of the engineman in charge of the lead engine of one of the trains involved in the collision to approach a block signal under proper control
4. Failure of an engineman properly to observe signal indications
5. Failure of an engineman properly to observe and obey signal indications
6. Failure of an engineman properly to obey signal indications in controlling speed of his train when passing through a cross-over
7. Failure of the engineman of the following train properly to observe and obey signal indications
8. Failure of the hostler of the light engine properly to observe and obey signal indications
9. Failure of the engineman of the freight train properly to observe and obey signal indications
10. Failure of an engineman properly to observe and obey the stop indication of a dwarf signal
11. Failure of an engineman properly to control the speed of his train after receiving a caution signal indication
12. Failure to obey signal indications
13. Failure of an engineman properly to obey signal indications
14. Failure of an engineman properly to obey signal indications
15. Failure of an engineman properly to obey signal indications
16. Failure of an engineman properly to obey signal indications
17. Failure of an engineman properly to obey signal indications
18. Failure of the engineman of the passenger train properly to obey signal indications
19. Failure of the engineman of the passenger train properly to observe and obey signal indications
20. Failure to observe and obey signal indications for which an engineman, fireman and head brakeman were responsible
21. Failure of an engineman properly to observe and obey automatic block signals and other restrictive indications
22. Failure of the engineman of the light engine to maintain a proper lookout when running a caution block signal indication
23. Failure of an engineman properly to control the speed of his train so as to stop before passing a home interlocking signal which was displaying a stop indication
24. Failure of an engineman properly to control the speed of his train while moving through an occupied block under a permissive block signal indication
25. Failure of an engineman properly to control the speed of his train so as to stop before passing a block signal which was in stop position
26. Failure properly to observe and obey signal indications governing the movement of the freight train
27. Failure of an engineman to properly observe and obey signal indication governing movement of his train over a railroad crossing
28. Failure of the engineman of the freight train properly to observe and obey stop indication of a dwarf signal
29. Failure of an engineman properly to observe and obey a stop signal indication
30. Failure to observe and obey automatic block signal indications and to obey the stop signals of a flagman

1409	1	1	21	1			1	1	
1411	1	3	4				1		1
1421	1	2	3	1		1			
1477	1	5	38						
1568	1	3					1		
1629	1	2			1				
1686	1		23						
1771	1	1	2						
1788	1		6	1	1				
1789	1		4				1		
1946	1	1	1					1	
1728	1	1		1					
1509	1		7					1	
1697	1	2	3	1					
1737	1		51	1					
1801	1		1					1	
1828	1		3				1	1	
1784	1		2				1		
1757	1	1	10	1					
1758	1		3			1			
1563	1		4		1				
1611	1	2				1			
1680	1		3	1					
1739	1	3			1	1			
1769	1		3	1				1	
1981	1	2	4					1	
1989	1	1	12		1				
2097	1		9				2		
2073	1		200		1				
2138	1		6				1		

4	19	1												
1	1	1												
	3	1							1					
64	298	43	5	3	3	-	1	-	4	99	54	91.5	5	8.5
1	21	1			1	1								
3	4				1		1							
2	3	1		1					1					
5	36							1						
2					1									
2	23								1					
1	2								1					
	6	1	1											
	4				1									
1	1					1			2					
1		1												
	7					1								
2	3	1												
	51	1												
	1					1			1					
	3				1	1								
	2				1									
1	10	1												
	3			1					1					
	4		1											
2				1										
	3	1												
					1									
3				1										
	3	1				1								
2	4					1								
1	12		1											
	9					1								
	200		1											
	6				1									

	I.C.C. INVESTIGATION NUMBER	NUMBER OF ACCIDENTS	PERSONS		NUMBER OF FREIGHT TRAINS INVOLVED IN VARIOUS LENGTHS IN CASES, EXCEPT					
			KILLED	INJURED	40 AND LESS	41 TO 50	51 TO 60	61 TO 70	71 TO 80	81 TO 90
I. NEGLIGENCE OF EMPLOYEES:	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
(B) Fixed Signals: (Continued)										
31. Failure of Extra 9023 properly to observe and obey interlocking signal indications	2144	1		6		1				
32. Failure to operate the freight train in accordance with interlocking signal indications	2189	1		5			1			
33. Failure of the _____ train properly to observe and obey interlocking signal indications governing movement of the train over a railroad crossing	2336	1	2	4						1
34. Failure properly to obey interlocking signal indications	2337	1	1					1		
35. Failure to observe and to obey signal indications governing the movement of second 9	2360	1		11						
36. Failure to operate PT-56 in accordance with interlocking signal indications	2387	1		5	1					
TOTAL - NEGLIGENCE - FIXED SIGNALS		36	33	454	10	7	5	9	7	2
(C) Hand Signals:										
1. Action of the motorman handling the two locomotives in mistaking a hand signal given for the other locomotive as a signal from one of his own brakemen	2066	1	1		2					
TOTAL - NEGLIGENCE - HAND SIGNALS		1	1		2					
(D) Train Flagging:										
1. Work train making a movement against an opposing scheduled train without flag protection for which engineman and a brakeman were responsible	1463	1	4	6	1					
2. Failure of a flagman properly to protect the rear of his train	1476	1		1	1			1		
3. Train making a back-up movement through a cross-over without proper flag protection, for which head brakeman, engineman and conductor were responsible	1479	1		1	2					
4. Failure to provide proper flag protection for which the conductor and the flagman of the mixed train were responsible	1494	1		2	1					
5. Failure of a flagman to afford proper flag protection	1506	1	1						1	
6. Failure of the crew of the work extra to provide proper protection for its movement against an opposing train	1541	1	2	4	1					
7. Failure of a brakeman of the freight train to afford proper protection to his train while it was fouling the main track	1580	1	1	13				1		
8. One of the freight trains backing out on main track without adequate flag protection	1591	1		2						2
9. Failure to provide proper flag protection for a movement against the current of traffic, for which the conductor and the flagman of the light engine were responsible	1596	1		2	1					
10. Failure of the flagman of the first train to provide proper flag protection, and the failure of the conductor of that train to take proper precautions for the safety of his train	1599	1		5	1	1				
11. Failure to provide proper flag protection when making a back-up movement on the main track for which the conductor and the flagman of the work train were responsible	1612	1		2		1				
12. Failure to provide proper flag protection when standing on the main track on the time of a following superior train	1619	1	1							1
13. Failure to provide proper flag protection for which the conductor and the flagman of the freight train were responsible	1642	1		20	1					
14. Failure to provide proper flag protection for which the conductor and the flagman of the freight train were responsible	1649	1	1	1					1	
15. Failure of the flagman of the freight train properly to protect his train by flag	1672	1		42	1					
16. Failure of the flagman of the first train properly to afford protection	1676	1	1	2	1					1
17. Freight train occupying the main track beyond the meeting point without flag protection for which the engineman was primarily responsible	1710	1		2		1				1
18. Failure of a flagman to provide adequate flag protection	1745	1	1	5		1		1		
19. Failure of a conductor to provide flag protection	1773	1	1	3	1			1		





1. NEGLIGENCE OF EMPLOYEES:		(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
(B) Fixed Signals: (Continued)										
31. Failure of Extra 9023 properly to observe and obey interlocking signal indications	2144	1			6		1			
32. Failure to operate the freight train in accordance with interlocking signal indications	2189	1			5			1		
33. Failure of the _____ train properly to observe and obey interlocking signal indications governing movement of the train over a railroad crossing	2336	1		2	4					
34. Failure (properly to obey interlocking signal indications	2337	1		1					1	
35. Failure to observe and to obey signal indications governing the movement of second 9	2360	1			11					
36. Failure to operate PT-56 in accordance with interlocking signal indications	2387	1			5	1				
TOTAL - NEGLIGENCE - FIXED SIGNALS			36	33	454	10	7	5	9	7
(C) Hand Signals:										
1. Action of the motorman handling the two locomotives in mistaking a hand signal given for the other locomotive as a signal from one of his own brakemen	2066	1		1		2				
TOTAL - NEGLIGENCE - HAND SIGNALS			1	1		2				
(D) Train Flagging:										
1. Work train making a movement against an opposing scheduled train without flag protection for which engineman and a brakeman were responsible	1463	1		4	6	1				
2. Failure of a flagman properly to protect the rear of his train	1476	1			1	1			1	
3. Train making a back-up movement through a cross-over without proper flag protection, for which head brakeman, engineman and conductor were responsible	1479	1			1	2				
4. Failure to provide proper flag protection for which the conductor and the flagman of the mixed train were responsible	1494	1			2	1				
5. Failure of a flagman to afford proper flag protection	1506	1		1						1
6. Failure of the crew of the work extra to provide proper protection for its movement against an opposing train	1541	1		2	4	1				
7. Failure of a brakeman of the freight train to afford proper protection to his train while it was fouling the main track	1580	1		1	13				1	
8. One of the freight trains heading out on main track without adequate flag protection	1591	1			2					
9. Failure to provide proper flag protection for a movement against the current of traffic, for which the conductor and the flagman of the light engine were responsible	1596	1			2	1				
10. Failure of the flagman of the first train to provide proper flag protection, and the failure of the conductor of that train to take proper precautions for the safety of his train	1599	1			5	1	1			
11. Failure to provide proper flag protection when making a back-up movement on the main track for which the conductor and the flagman of the work train were responsible	1612	1			2		1			
12. Failure to provide proper flag protection when standing on the main track on the time of a following superior train	1619	1		1						
13. Failure to provide proper flag protection for which the conductor and the flagman of the freight train were responsible	1642	1			20	1				
14. Failure to provide proper flag protection for which the conductor and the flagman of the freight train were responsible	1649	1		1	1					1
15. Failure of the flagman of the freight train properly to protect his train by flag	1672	1			42	1				
16. Failure of the flagman of the first train properly to afford protection	1676	1		1	2	1				
17. Freight train occupying the main track beyond the meeting point without flag protection for which the engineman was primarily responsible	1710	1			2		1			
18. Failure of a flagman to provide adequate flag protection	1745	1		1	5		1		1	
19. Failure of a conductor to provide flag protection	1773	1		1	3	1			1	
20. Failure of a flagman to provide proper flag protection	1775	1		1	2					
21. Failure of the rear brakeman and the conductor of the freight train to provide proper flag protection when standing on the main track on the time of a following superior train	1863	1			3	1				
22. Failure of the conductor and the flagman of the relief train properly to protect their train	1899	1		1	6		1			
23. Failure of a conductor and a flagman to provide proper protection	1861	1		1		2				
24. Failure of the conductor and the flagman of the extra train to provide proper flag protection	2045	1		4	3	2				

	6		1												
	5			1											
2	4						1								
1					1										
	11								1						
	5	1													
30	454	30	7	5	9	7	2	2	7	40	31	49.3	18	36.7	
1		2													
1		2								2	2	100.0	-	-	
4	6	1													
	1	1			1										
	1	2													
	2	1													
1						1									
2	4	1													
1	13				1										
	2						2								
	2	1													
	5	1	1												
	2		1												
1								1							
	20	1													
1	1					1									
	42	1													
1	2	1						1							
	2		1				1								
1	5		1		1										
1	3	1			1										
1	2							1	1						
	3	1													
1	6		1												
1		2													
4	3	2													



	I. C. C. INVESTIGATION NUMBER	NUMBER OF ACCIDENTS	NUMBER OF INJURED		NUMBER OF FREIGHT TRAINS INVOLVED AS TO TRAILING LIMITS IN CARS, EXCLUSIVE OF CARS								OVER 100
			KILLED	WOUNDED	40 AND LESS	41 TO 50	51 TO 60	61 TO 70	71 TO 80	81 TO 90	91 TO 100		
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	
<b>I. NEGLIGENCE OF EMPLOYEES:</b>													
<b>(D) Train Flagging: (Continued)</b>													
25. Failure to provide flag protection	2122	1	2	2	2								
26. Failure of the crew of the helper engine to provide adequate flag protection	2080	1	2	1	1	1							
27. Failure properly to protect a movement from a siding to the main track	2131	1	2	1	1		1						
28. Extra 3055 occupying the main track on the time of a first-class train without proper flag protection	2142	1	2	34						1			
29. Failure to protect the snow plow train by flag	2151	1	1	2	1								
30. Failure properly to protect a movement from a siding to the main track	2161	1	2	1	2								
31. Failure of the crew of Extra 1554 properly to protect their train while making a cross-over movement on time of a first-class train	2203	1	1	5						1			
32. Failure of a second-class train to provide flag protection when occupying the main track on the time of a first-class train	2299	1	2	10							1		
33. Work extra making a movement within working limits without proper flag protection	2282	1		1	1								
34. Unauthorized main-track movement of No. 99 without flag protection	2300	1		2	2								
35. Failure of the crew of the preceding train to provide adequate flag protection	2304	1		4	2								
36. Failure to provide adequate flag protection after having failed to clear the time of a first-class train	2365	1		28	1								
TOTAL - NEGLIGENCE - TRAIN FLAGGING													
		36	34	218	30	6	1	4	2	7	2	1	
<b>(E) Hand Brakes:</b>													
1. Failure to set the brakes on cars left standing on a grade, for which the rear brakeman was primarily at fault	1536	1	1		1								
2. Failure to apply a sufficient number of hand brakes to hold the cars left standing on a descending grade while the engine was uncoupled from the train to take water	1951	1		2		1							
3. Failure to set brakes on the detached portion of a train left standing on a grade	2130	1	1	1				1					
4. Failure to apply hand brakes on cars left standing on a grade	2149	1	1	1	1								
5. Failure to apply a sufficient number of hand brakes to hold out of cars left standing on a descending grade	2228	1	1		1								
6. Failure to apply a sufficient number of hand brakes to secure cars left on a yard track on a descending grade	2377	1		9	1								
TOTAL - NEGLIGENCE - HAND BRAKES													
		6	4	13	4	1		1					
<b>(F) Switches:</b>													
1. Open switch, for which a head brakeman was responsible	1512	1		3	1			1					
2. Open switch	1540	1		3	2								
3. Open switch for which the head brakeman of the freight train was primarily responsible	1743	1	2	7			1						
4. Open switch	1951	1	3	22						1			
5. Open switch	1608	1	1		1								
6. Open switch	1683	1	1	2	1								
7. Open switch	1969	1		8	1								
TOTAL - NEGLIGENCE - SWITCHES													
		7	7	45	6		1	1		1			
<b>(G) Other Forms of Negligence of Employees:</b>													
1. Freight train being operated at excessive speed within yard limits for which the enginemen and conductor were responsible	1402	1	1	1	1			1					

PERSONS KILLED (3) INJURED (4)		NUMBER OF FREIGHT TRAINS INVOLVED AS TO VARIOUS LENGTHS IN CARS, EXCLUSIVE OF CARGOES									TOTAL			
											TO CARS AND LESS		OVER TO CARS	
		40 AND LESS (5)	41 TO 50 (6)	51 TO 60 (7)	61 TO 70 (8)	71 TO 80 (9)	81 TO 90 (10)	91 TO 100 (11)	OVER 100 (12)	TOTAL (13)	NO. (14)	PER CENT. (15)	NO. (16)	PER CENT. (17)
2	2	2												
2	1	1	1											
2	1	1		1										
2	34						1							
1	2	1												
2	1	2												
1	5						1							
2	10							1						
	1	1												
	2	2												
	4	2												
	28	1												
34	218	30	6	1	4	2	7	2	1	53	41	77.4	12	22.6
1		1												
	2		1											
1	1				1									
1	1	1												
1		1												
	9	1												
4	13	4	1		1					6	6	100.0	-	-
	3	1			1									
	3	2												
2	7			1										
3	22						1							
1		1												
1	2	1												
	8	1												
7	45	6		1	1		1			9	8	88.9	1	11.1



# **I. NEGLIGENCE OF EMPLOYEES**

## **(D) Train Flagging: (Continued)**

25. Failure to provide flag protection
26. Failure of the crew of the helper engine to provide adequate flag protection
27. Failure properly to protect a movement from a siding to the main track
28. Engine 2035 occupying the main track on the time of a first-class train without proper flag protection
29. Failure to protect the main line train by flag
30. Failure properly to protect a movement from a siding to the main track
31. Failure of the crew of Engine 1554 properly to protect their train while making a cross-over movement on time of a first-class train
32. Failure of a second-class train to provide flag protection when occupying the main track on the time of a first-class train
33. Host engine making a movement within working limits without proper flag protection
34. Unauthorized main-track movement of No. 99 without flag protection
35. Failure of the crew of the preceding train to provide adequate flag protection
36. Failure to provide adequate flag protection after having failed to clear the time of a first-class train

2122	1	2	2	2			
2080	1	2	1	1	1		
2131	1	2	1	1		1	
2142	1	2	34				
2151	1	1	2	1			
2161	1	2	1	2			
2203	1	1	5				
2239	1	2	10				
2282	1		1	1			
2300	1		2	2			
2304	1		4	2			
2365	1		28	1			
<b>TOTAL - NEGLIGENCE - TRAIN FLAGGING</b>	<b>36</b>	<b>34</b>	<b>218</b>	<b>30</b>	<b>6</b>	<b>1</b>	<b>4</b>

## **(E) Hand Brakes:**

1. Failure to set the brakes on cars left standing on a grade, for which the rear brakeman was primarily at fault
2. Failure to apply a sufficient number of hand brakes to hold the cars left standing on a descending grade while the engine was uncoupled from the train to take water
3. Failure to set brakes on the detached portion of a train left standing on a grade
4. Failure to apply hand brakes on cars left standing on a grade
5. Failure to apply a sufficient number of hand brakes to hold a cut of cars left standing on a descending grade
6. Failure to apply a sufficient number of hand brakes to secure cars left on a yard track on a descending grade

1536	1	1		1			
1951	1		2		1		
2130	1	1	1				1
2149	1	1	1	1			
2228	1	1		1			
2377	1		9	1			
<b>TOTAL - NEGLIGENCE - HAND BRAKES</b>	<b>6</b>	<b>4</b>	<b>13</b>	<b>4</b>	<b>1</b>		<b>1</b>

## **(F) Switches:**

1. Open switch, for which a head brakeman was responsible
2. Open switch
3. Open switch for which the head brakeman of the freight train was primarily responsible
4. Open switch
5. Open switch
6. Open switch
7. Open switch

1512	1		3	1			1
1540	1		3	2			
1743	1	2	7			1	
1551	1	3	22				
1608	1	1		1			
1683	1	1	2	1			
1969	1		8	1			
<b>TOTAL - NEGLIGENCE - SWITCHES</b>	<b>7</b>	<b>7</b>	<b>45</b>	<b>6</b>		<b>1</b>	<b>1</b>

## **(G) Other Forms of Negligence of Employees:**

1. Freight train being operated at excessive speed within yard limits for which the engineman and conductor were responsible
2. Failure of the engineman of the following train properly to control the speed of his train within yard limits
3. Failure of the engineman of one of the trains properly to control the speed of his train within yard limits
4. Failure of the engineman of one of the trains to operate it under proper control within yard limits
5. Failure of the engineman of one of the trains to operate it under proper control within yard limits
6. Failure of the engineman of the freight train properly to control the speed of his train within yard limits
7. Failure of the engineman of the freight train properly to control the speed of his train within yard limits
8. Failure of the lead engineman of the freight train to operate his train under proper control within yard limits

1402	1	1	1	1			1
1454	2	1	2	1			
1498	1	1	1	1	1		
1515	1	2	1	1			
1704	1	2		1	1		
1518	1	1	1	1			
1664	1	2	3		1		
1534	1		2	1			

2	2	2													
2	1	1	1												
2	1	1		1											
2	34						1								
1	2	1													
2	1	2													
1	5						1								
2	10							1							
	1	1													
	2	2													
	4	2													
	28	1													
34	218	30	6	1	4	2	7	2	1	53	41	77.4	12	22.6	
1		1													
	2		1												
1	1				1										
1	1	1													
1		1													
	9	1													
4	13	4	1		1					6	6	100.0	-	-	
	3	1			1										
	3	2													
2	7			1											
3	22						1								
1		1													
1	2	1													
	8	1													
7	45	6		1	1		1			9	8	88.9	1	11.1	
1	1	1			1										
1	2	1					1								
1	1	1	1												
2	1	1					1								
2		1	1												
1	1	1													
2	3		1												
	2	1													



	I. C. C. INVESTIGATION NUMBER	NUMBER OF ACCIDENTS	PERSONS		NUMBER OF FREIGHT TRAINS INVOLVED AS TO VARIOUS LENGTHS IN CARS, EXCLUSIVE OF CARS										OVER 100
			KILLED	INJURED	40 AND LESS	41 TO 50	51 TO 60	61 TO 70	71 TO 80	81 TO 90	91 TO 100				
					(5)	(6)	(7)	(8)	(9)	(10)	(11)				
I. NEGLIGENCE OF EMPLOYEES:															
(C) Other Forms of Negligence of Employees: (Continued)															
9. Failure of an engineman to operate under proper control within yard limits	1562	1		1			1		1						
10. Failure of an engineman to operate under proper control within yard limits	1614	1	1				1		1						
11. Failure of the engineman of the freight train to have his train under proper control when approaching yard limits	1600	1	1	1	1										
12. Failure of the engineman of the light engine to operate under proper control within yard limits and by failure of the fireman to give the engineman correct information regarding the track ahead	1610	1	3		1										
13. Failure of an engineman properly to control his train within yard limits	1643	1		3	1		1								
14. Failure of the engineman of the following train to have his train under proper control when approaching yard limits	1654	1	2	4	1		1								
15. Failure to operate under proper control within yard limits, for which a brakeman, and the engineman of one of the trains were responsible	1733	1	1		2										
16. Failure of an engineman to operate his train under control within yard limits	1783	1	1	1	2										
17. Failure of an engineman to operate his train under control within yard limits	1786	1		2	2										
18. Primarily by the failure of the freight train to operate under proper control within yard limits	1952	1	3			1									
19. Failure to operate under proper control in an occupied block for which the engineman of the express train was responsible	1624	1		4			1								
20. Primarily by the following train being operated at a speed which was excessive in view of existing weather conditions	1555	1	2	2	1			1							
21. Failure of the engineman properly to control the speed of his train	1990	1		9			1								
22. Believed to have been due to a rate of speed which was materially in excess of the speed restrictions on the curve involved for the type of engine in use	1992	1	1	1		1									
23. Failure of the engineman properly to control the speed of his train on a heavy descending grade	1606	1	2	1	1										
24. Failure of the engineman of the following train properly to control the speed of his train on a descending grade	1639	1		3		1		1							
25. Excessive speed on a sharp curve	1723	1	2	5	1										
26. Excessive speed on a sharp curve	1911	1	1	4	1										
27. Believed to have been caused primarily by excessive speed	1780	1	1	12	1										
28. Failure of the conductor of the passenger train properly to control the speed of his train during a back-up movement	1916	1	1					1							
29. Crew of the freight train overlooking the passenger train	1400	1	2	3	1										
30. Freight train being operated on short time against an opposing superior train	1438	1	1	21	1										
31. Failure of an extra train to clear the time of a first class train, for which the entire crew was responsible	1462	1	3	45	1										
32. An extra train being operated against an opposing superior train on short time for which the conductor and engineman were responsible	1513	1	3	2	2										
33. Engineman and the fireman of the light engine in overlooking an opposing superior train	1531	1		2		1									
34. One of the trains being operated against a superior train on short time, for which the conductor and the engineman were responsible	1576	1		2				2							
35. Crew of the work train overlooking a superior train, and their failure to get into clear for a superior train as required by the rules	1578	1	1	1											
36. Freight train being operated against an opposing passenger train on short time for which the conductor and engineman were responsible	1616	1	1	19	1										
37. Overlooking a schedule of an opposing superior train, for which the entire crew of the inferior train was responsible	1621	1		5	2										
38. Believed to have been caused by the operation of the train with the engine running backwards, at an excessive rate of speed for which the engineman and the conductor were responsible	1634	1	3	3	1										
39. Operation of the freight train on short time against an opposing superior train	1635	1	1	17	1			1							
40. Failure of the conductor of the passenger train properly to control the speed of his train approaching a meeting point	1692	1		20	1										





I. NEGLIGENCE OF EMPLOYEES:	AT NUMBER (1)	OF ACCIDENTS (2)	REASONS		AND LESS (5)
			KILLED (3)	INJURED (4)	
(C) Other Forms of Negligence of Employees: (Continued)					
9. Failure of an engineman to operate under proper control within yard limits	1562	1		1	
10. Failure of an engineman to operate under proper control within yard limits	1614	1	1		
11. Failure of the engineman of the freight train to have his train under proper control when approaching yard limits	1600	1	1	1	1
12. Failure of the engineman of the light engine to operate under proper control within yard limits and by failure of the fireman to give the engineman correct information regarding the track ahead	1610	1	3		1
13. Failure of an engineman properly to control his train within yard limits	1643	1		3	1
14. Failure of the engineman of the following train to have his train under proper control when approaching yard limits	1654	1	2	4	1
15. Failure to operate under proper control within yard limits, for which a brakeman, and the engineman of one of the trains were responsible	1733	1	1		2
16. Failure of an engineman to operate his train under control within yard limits	1783	1	1	1	2
17. Failure of an engineman to operate his train under control within yard limits	1786	1		2	2
18. Primarily by the failure of the freight train to operate under proper control within yard limits	1952	1	3		
19. Failure to operate under proper control in an occupied block for which the engineman of the express train was responsible	1624	1		4	
20. Primarily by the following train being operated at a speed which was excessive in view of existing weather conditions	1555	1	2	1	1
21. Failure of the engineman properly to control the speed of his train	1590	1		9	
22. Believed to have been due to a rate of speed which was materially in excess of the speed restrictions on the curve involved for the type of engine in use	1592	1	1	1	
23. Failure of the engineman properly to control the speed of his train on a heavy descending grade	1606	1	2	1	1
24. Failure of the engineman of the following train properly to control the speed of his train on a descending grade	1639	1		3	
25. Excessive speed on a sharp curve	1723	1	2	5	1
26. Excessive speed on a sharp curve	1914	1	1	4	1
27. Believed to have been caused primarily by excessive speed	1780	1	1	12	1
28. Failure of the conductor of the passenger train properly to control the speed of his train during a back-up movement	1916	1	1		
29. Crew of the freight train overlooking the passenger train	1400	1	2	5	1
30. Freight train being operated on short time against an opposing superior train	1438	1	1	21	1
31. Failure of an extra train to clear the time of a first class train, for which the entire crew was responsible	1462	1	3	45	1
32. An extra train being operated against an opposing superior train on short time for which the conductor and engineman were responsible	1513	1	3	2	2
33. Engineman and the fireman of the light engine in overlooking an opposing superior train	1531	1		2	
34. One of the trains being operated against a superior train on short time, for which the conductor and the engineman were responsible	1576	1		2	
35. Crew of the work train overlooking a superior train, and their failure to get into clear for a superior train, as required by the rules	1578	1	1	1	
36. Freight train being operated against an opposing passenger train on short time for which the conductor and engineman were responsible	1616	1	1	19	1
37. Overlooking a schedule of an opposing superior train, for which the entire crew of the inferior train was responsible	1621	1		5	2
38. Believed to have been caused by the operation of the train with the engine running backwards, at an excessive rate of speed for which the engineman and the conductor were responsible	1634	1	3	3	1
39. Operation of the freight train on short time against an opposing superior train	1635	1	1	17	1
40. Failure of the engineman of the passenger train properly to control the speed of his train approaching a meeting point	1692	1		10	1
41. Failure of the engineman of the passenger train properly to control the speed of his train approaching a meeting point	1854	1	1	11	1
42. Failure of the engineman of the light engine to know the correct time with the result that his train failed to clear for an opposing superior train in accordance with a train order	1835	1	1	3	1
43. Failure of the crew of one train properly to identify a train on a siding, with the result that they failed to obey a meet order governing another train	1666	1	2	4	1
44. Failure of the crew of one train properly to identify a train on a siding, resulting in failure to obey a meet order governing another train	1941	1	1	6	2
45. Operation of a train on short time against an opposing train which was superior by direction	1890	1			1





# I. NEGLIGENCE OF EMPLOYEES:

## (a) Other Forms of Negligence of Employees: (Continued)

	I. C. C. INVESTIGATION NUMBER	NUMBER OF ACCIDENTS	PERSONS		NUMBER OF PERSONS VARIOUSLY INJURED IN			
			KILLED	INJURED	40 AND LESS	41 TO 50	51 TO 60	61 TO 70
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
46. A crew of an inferior train overlooking the schedule of an opposing superior train	1925	1	1	15	1			
47. Freight train occupying the main track on the time of a first class train without authority for which the engineer was primarily responsible; the fireman and head brakeman were partly responsible for having also overlooked the superior train	1712	1	1	11				
48. Failure of the motorman of the passenger train properly to control the speed of his train approaching a passing point	1539	1		61	1			
49. Failure of the engineman of the freight train to bring his train to a stop on a siding before it fouled the main track	1441	1	1	16				
50. Freight train fouling the main track directly in front of the passenger train, an overdue superior train, for which the conductor and the engineman of the freight train were responsible	1482	1	2	12	1			
51. Light engine fouling main track directly in front of an approaching train, for which the fireman and head brakeman were responsible	1609	1	1			1		
52. Action of the engineman of the passenger train in pulling out of a depot track without receiving the proper signal from a switch tender and fouling the westbound main track which was then occupied by the freight train	1796	1		1	1			
53. Light engine fouling the main track directly in front of an approaching freight train	1942	1	4	1				
54. Light engines being operated against the current of traffic without authority and without protection, for which both engine crews were responsible	1960	1	2	6				
55. An extra being operated against the first section of an opposing superior train without authority, for which the engineman and conductor were responsible	1656	1	7	1		2		
56. Failure of the engineman of the following train to operate his train under proper control and by the failure of the conductor and the flagman of the preceding train properly to protect the rear of their train	1416	1	1			1		1
57. Failure of the flagman of the freight train properly to protect the rear of his train and by the failure of an operator to issue a caution card to the passenger train before allowing it to enter an occupied block	1436	1	1	1			1	
58. Failure of the engineman of the following train properly to observe and obey the stop indication of an automatic signal, and by the failure of the conductor of the preceding train properly to protect the rear of his train	1468	1	1				1	
59. Failure of the conductor and a flagman to provide proper flag protection; a contributing cause was the failure of an engineman properly to control the speed of his train when operating under a permissive block signal indication	1558	1	2	1	1		1	
60. Failure of the flagman of the freight train to provide proper flag protection; a contributing cause was the failure of the engineman of the passenger train properly to control the speed of his train when holding an order authorizing a second class train to run ahead of his	1577	1		68				
61. Failure of the conductor of the first train to provide proper flag protection and by the failure of the engineman of the following train to reduce speed in accordance with indications displayed by interlocking approach and home signals	1736	1	1	2	1			
62. Failure of the flagman of the freight train to provide proper flag protection, and by the failure of the motorman of the passenger train to operate his train under proper control in an occupied block	1777	1	1	6				
63. Caused primarily by the failure of all concerned to provide adequate flag protection against the passenger train; by the failure of the engineman of the freight train properly to observe and obey the stop indication of an absolute signal, and by the failure of the engineman of the passenger train properly to observe and obey the caution indication of an intermediate signal	1787	1	5	19		1		
64. Failure of an engineman to operate his train at restricted speed while running in an occupied block, and by the failure of a conductor and flagman to provide proper flag protection	1848	1		1	1			1
65. Primarily by the failure of the engineman of the freight train properly to control the speed of his train when running in an occupied block under a permissive signal indication; a contributing cause was the failure of the engineman and flagman of the work train to provide proper flag protection for their train	1949	1	2	12	1			
66. Failure of an engineman properly to control the speed of his train when running under a permissive signal in an occupied block under weather conditions which materially restricted his range of vision	1849	1		1				
67. Failure of an engineman properly to obey signal indications, and by the failure of a flagman to provide full flag protection	1955	1		1	1		1	
68. Failure of the conductor and the flagman of first train properly to protect by flag; a contributing cause was the failure of the engineman of the following train to approach yard limits under proper control in view of existing weather conditions	1456	1	2				2	
69. Failure of the engineman of the following train to operate his train under proper control within yard limits and also by his failure properly to obey stop indication								





46. A crew of an inferior train overlooking the schedule of an opposing superior train	1925	1	1	15	1				
47. Freight train occupying the main track on the time of a first class train without authority for which the engineer was primarily responsible; the fireman and head brakeman were partly responsible for having also overlooked the superior train	1712	1	1	11					
48. Failure of the motorman of the passenger train properly to control the speed of his train approaching a passing point	1539	1		61	1				
49. Failure of the engineman of the freight train to bring his train to a stop on a siding before it fouled the main track	1441	1	1	16					
50. Freight train fouling the main track directly in front of the passenger train, an overdue superior train, for which the conductor and the engineman of the freight train were responsible	1482	1	2	12	1				
51. Light engine fouling main track directly in front of an approaching train, for which the fireman and head brakeman were responsible	1689	1	1			1			
52. Action of the engineman of the passenger train in pulling out of a depot track without receiving the proper signal from a switch tender and fouling the westbound main track which was then occupied by the freight train	1796	1		1	1				
53. Light engine fouling the main track directly in front of an approaching freight train	1942	1	4	1					
54. Light engine being operated against the current of traffic without authority and without protection, for which both engine crews were responsible	1560	1	2	6					1
55. An extra being operated against the first section of an opposing superior train without authority, for which the engineman and conductor were responsible	1656	1	7	1		2			
56. Failure of the engineman of the following train to operate his train under proper control and by the failure of the conductor and the flagman of the preceding train properly to protect the rear of their train	1416	1	1			1		1	
57. Failure of the flagman of the freight train properly to protect the rear of his train and by the failure of an operator to issue a caution card to the passenger train before allowing it to enter an occupied block	1436	1	1	1			1		
58. Failure of the engineman of the following train properly to observe and obey the stop indication of an automatic signal, and by the failure of the conductor of the preceding train properly to protect the rear of his train	1468	1	1				1		1
59. Failure of the conductor and a flagman to provide proper flag protection; a contributing cause was the failure of an engineman properly to control the speed of his train when operating under a permissive block signal indication	1558	1	2	1	1		1		
60. Failure of the flagman of the freight train to provide proper flag protection; a contributing cause was the failure of the engineman of the passenger train properly to control the speed of his train when holding an order authorizing a second class train to run ahead of his	1577	1		68					1
61. Failure of the conductor of the first train to provide proper flag protection and by the failure of the engineman of the following train to reduce speed in accordance with indications displayed by interlocking approach and home signals	1736	1	1	2	1				
62. Failure of the flagman of the freight train to provide proper flag protection, and by the failure of the motorman of the passenger train to operate his train under proper control in an occupied block	1777	1	1	6					
63. Caused primarily by the failure of all concerned to provide adequate flag protection against the passenger train; by the failure of the engineman of the freight train properly to observe and obey the stop indication of an absolute signal, and by the failure of the engineman of the passenger train properly to observe and obey the caution indication of an intermediate signal	1787	1	5	19		1			
64. Failure of an engineman to operate his train at restricted speed while running in an occupied block, and by the failure of a conductor and flagman to provide proper flag protection	1868	1		1	1			1	
65. Primarily by the failure of the engineman of the freight train properly to control the speed of his train when running in an occupied block under a permissive signal indication; a contributing cause was the failure of the engineman and flagman of the work train to provide proper flag protection for their train	1949	1	2	12	1				
66. Failure of an engineman properly to control the speed of his train when running under a permissive signal in an occupied block under weather conditions which materially restricted his range of vision	1849	1		1					
67. Failure of an engineman properly to obey signal indications, and by the failure of a flagman to provide full flag protection	1955	1		1	1		1		
68. Failure of the conductor and the flagman of first train properly to protect by flag; a contributing cause was the failure of the engineman of the following train to approach yard limits under proper control in view of existing weather conditions	1406	1	2				2		
69. Failure of the engineman of the following train to operate his train under proper control within yard limits and also by his failure properly to obey stop indication displayed by a block signal	1442	1	1	5			1	1	
70. Failure of the engineman of the following train properly to obey signal indications and by his failure to operate his train under proper control within yard limits	1449	1	1	1	1				1
71. Failure of the crew of the yard engine to provide flag protection and by the failure of the freight train to be operated under proper control within yard limits	1862	1	1	2	1				
72. Failure of the conductor of the lag train properly to supervise the back-up movement being made	1473	1	2		1			1	
73. Failure properly to control a back-up movement around the eye	1855	1	1		2				
74. Failure of an engineman to have his engine under proper control when making a switching movement	1650	1	1						

1	15	1											
1	11						1						
	61	1											
1	16					1							
2	12	1											
1			1										
	1	1											
4	1					1							
2	6					1							
7	1		2										
1			1		1								
1	1			1									
1				1		1							
2	1	1		1									
	68					1							
1	2	1											
1	6							1					
5	19		1										
	1	1			1								
2	12	1											
	1								2				
	1	1		1									
2				2									
1	5			1	1								
1	1	1				1							
1	2	1											
2		1			1								
1		2											
1									1				



	I. C. C. INVESTIGATION NUMBER	NUMBER OF ACCIDENTS	PERSONS		40 AND LESS	VAR. 4 TO 50
			KILLED	INJURED		
	(1)	(2)	(3)	(4)	(5)	(6)
<u>I. NEGLIGENCE OF EMPLOYEES:</u>						
<u>(G) Other Forms of Negligence of Employees: (Continued)</u>						
75. Failure to note that there was not sufficient clearance to permit the engine and cars to back past the cars which had been left on the main track	1926	1	1			
76. Yard engine being fired up with the throttle and reverse lever apparently in position that permitted the engine to start when sufficient steam pressure was generated, for which an engine watchman was responsible	1480	1		1		
77. Failure of the fireman of the following train to maintain a proper lookout and to notify the engineer that the track was occupied	1410	1	1	1	2	
78. Failure of the fireman of the light engine to maintain a proper lookout while making a back-up movement on a passing track	1564	1	1			
79. Failure of the engineer and conductor of the transfer train to maintain a proper lookout ahead and by the failure of the engineer to operate under proper control within yard limits	1674	1	1	2	2	
80. Failure of a fireman to maintain proper lookout on a curve to the left and to notify the engineer of a caboose ahead	1681	1	1	2	2	
81. Primarily by the failure of the fireman and head brakeman of extra to maintain a proper lookout when proceeding through yard limits and under a restricted speed signal indication	1813	1		1		
82. Open switch, and by the failure of anyone on the engine to observe the switch lamp indication or to maintain a proper lookout	1826	1		2	1	
83. Failure to obey a wait order for which the engineer and conductor of the passenger train were responsible. A contributing cause was the failure of the crew of the freight train properly to protect their train when running on short time against the passenger train	1439	1	3	36		
84. Failure of the engineer of the following train and the flagman of the leading train to take proper precautions for the safety of their respective trains when operating under close headway	1447	1	2	2	2	
85. Freight train occupying the main track on the time of a superior train without protection, and by the passenger train departing from a station ahead of schedule time, for which the conductors and engineers of both trains were responsible	1457	1	3	8	1	
86. Failure to apply the power brakes and also a sufficient number of hand brakes to hold the rear portion of a train on a descending grade after the engine had been detached, the responsibility being shared by the engineer, conductor and head brakeman	1492	1	1	1	1	
87. Failure of the conductor of one of the trains properly to check a train register	1493	1		2	1	
88. Caused either by the failure of the conductor of the freight train properly to check a train register, or to errors in making an entry in the train register	1510	1	1	15		
89. Failure of the section motor car to be removed from the main track in foggy weather, or to be protected by flag, for which the section foreman was responsible	1516	1	2	2	1	
90. Out of cars being shoved ahead on a yard track by a transfer engine without due regard for safety	1517	1	1			
91. Failure of the engineer and fireman of the freight train properly to observe and obey the stop indications of an absolute signal, and by the further failure of the engineer to operate his train under full control in accordance with flagging instructions	1520	1		9	1	
92. Failure of a conductor and a flagman to afford proper protection for the rear end of their train, and by the failure of a motorman to maintain a proper watch of the track ahead	1527	1	1	26		
93. Failure of a conductor to check a train register	1571	1	3	6	2	
94. A run-away freight train, due to a closed angle cock in the brake pipe at the head end of the first car behind the locomotive, and to failure to make proper air-brake tests, which would have disclosed this condition, either after the locomotives were changed or before starting down the grade on which the accident occurred	1582	1		2	2	
95. Failure of a conductor to see to it that proper protection was afforded to that portion of his train left standing on main track, and by the failure of an engineer properly to control the speed of his train approaching the depot	1597	1		3	2	
96. Failure of an engineer of the train to maintain proper lookout and to have his train under proper control within yard limits, and by the failure of the conductor to exercise proper care before attempting to back his train on to another district	1605	1	1	3	1	



# 1. NEGLIGENCE OF EMPLOYEES:

## (G) Other Forms of Negligence of Employees: (Continued)

	GATION NUMBER (1)	OF ACCIDENTS (2)	PERSONS KILLED (3)	PERSONS INJURED (4)	AND LESS (5)	TO 50 (6)	TO 60 (7)	TO 70 (8)
75. Failure to note that there was not sufficient clearance to permit the engine and cars to back past the cars which had been left on the main track	1926	1	1			1		
76. Yard engine being fired up with the throttle and reverse lever apparently in position that permitted the engine to start when sufficient steam pressure was generated, for which an engine watchman was responsible	1480	1		1			1	
77. Failure of the fireman of the following train to maintain a proper lookout and to notify the engineman that the track was occupied	1410	1	1	1	2			
78. Failure of the fireman of the light engine to maintain a proper lookout while making a back-up movement on a passing track	1564	1	1				1	
79. Failure of the engineman and conductor of the transfer train to maintain a proper lookout ahead and by the failure of the engineman to operate under proper control within yard limits	1674	1	1	2	2			
80. Failure of a fireman to maintain proper lookout on a curve to the left and to notify the engineman of a caboose ahead	1681	1	1	2	2			
81. Primarily by the failure of the fireman and head brakeman of extra to maintain a proper lookout when proceeding through yard limits and under a restricted speed signal indication	1813	1		1			1	1
82. Open switch, and by the failure of anyone on the engine to observe the switch lamp indication or to maintain a proper lookout	1826	1		2	1			
83. Failure to obey a wait order for which the engineman and conductor of the passenger train were responsible. A contributing cause was the failure of the crew of the freight train properly to protect their train when running on short time against the passenger train.	1439	1	3	36		1		
84. Failure of the engineman of the following train and the flagman of the leading train to take proper precautions for the safety of their respective trains when operating under close headway	1447	1	2	2	2			
85. Freight train occupying the main track on the time of a superior train without protection, and by the passenger train departing from a station ahead of schedule time, for which the conductors and enginemen of both trains were responsible	1457	1	3	8	1			
86. Failure to apply the power brakes and also a sufficient number of hand brakes to hold the rear portion of a train on a descending grade after the engine had been detached, the responsibility being shared by the engineer, conductor and head brakeman.	1492	1	1	1	1			
87. Failure of the conductor of one of the trains properly to check a train register	1493	1		2	1	1		
88. Caused either by the failure of the conductor of the freight train properly to check a train register, or to errors in making an entry in the train register	1510	1	1	15				
89. Failure of the section motor car to be removed from the main track in foggy weather, or to be protected by flag, for which the section foreman was responsible	1516	1	2	2	1			
90. Out of cars being shoved ahead on a yard track by a transfer engine without due regard for safety	1517	1	1					
91. Failure of the engineman and fireman of the freight train properly to observe and obey the stop indications of an absolute signal, and by the further failure of the engineman to operate his train under full control in accordance with flagging instructions	1520	1		9	1			
92. Failure of a conductor and a flagman to afford proper protection for the rear end of their train, and by the failure of a motorman to maintain a proper watch of the track ahead	1527	1	1	26				1
93. Failure of a conductor to check a train register	1571	1	3	6	2			
94. A run-away freight train, due to a closed angle cock in the brake pipe at the head end of the first car behind the locomotive, and to failure to make proper air-brake tests, which would have disclosed this condition, either after the locomotives were changed or before starting down the grade in which the accident occurred	1582	1		2	2			
95. Failure of a conductor to see to it that proper protection was afforded to that portion of his train left standing on main track, and by the failure of an engineman properly to control the speed of his train approaching the depot	1597	1		3	2			
96. Failure of an engineman of the train to maintain proper lookout and to have his train under proper control within yard limits, and by the failure of the conductor to exercise proper care before attempting to back his train on to another district	1605	1	1	3	1		1	
97. Foreman of the switch engine releasing a block which had been obtained for a movement against current of traffic before the movement had been completed	1632	1	1	1	1			
98. Failure of the engineman of the mill train properly to control the speed of his train in view of existing weather conditions and by his failure to obey signal indications	1636	1		3				
99. Failure of an operator to deliver a meet order. Contributing causes were the failure of the dispatcher to comply with the rules when issuing the order in question, together with a misunderstanding by the operator in the operation of a manual block	1699	1		30				
100. The crew of an extra disregarded the schedule of a superior train and followed that train too closely, in violation of a 10 minute spacing rule	1679	1	4		2			
101. Train running away as a result of starting down the grade at excessive speed, a closed angle cock near the head end of the train preventing the engineman from making an effective application of the brakes, and the members of the crew at the rear end of the train failing to take necessary action in time to bring the train under control	1741	1	1	3				
102. Failure to obey a meet order, and by operating in a train cars having defective brake equipment which rendered inoperative the air brake devices at the rear of the train	1755	1	3	3	2			



[illegible]

	I. C. C. INVESTIGATION NUMBER	NUMBER OF ACCIDENTS	PERSONS		40 AND LESS	Y
			KILLED	INJURED		
	(1)	(2)	(3)	(4)	(5)	
<u>I. NEGLIGENCE OF EMPLOYEES:</u>						
<u>(G) Other Forms of Negligence of Employees: (Continued)</u>						
103. Violation of the operating rules by a train dispatcher in completing a meet order to an inferior train before he had obtained the signature of the conductor of the superior train and to disregard of a train order signal in stop position by a conductor and an engineman	1772	1	3	3	1	
104. Primarily by the failure of an engineman to have the headlight of his engine displayed, and by his failure to provide such other flag protection as was necessary in view of the fact that he did not know whether the rear of his train was in the clear	1797	1		3		
105. Primarily by the failure of the fireman of the train to maintain a proper lookout while approaching a railroad crossing at grade; contributing causes were the failure of the enginemen of both trains to approach the crossing with their trains under full control	1841	1		2	1	
106. Operation of the light engine against an opposing superior train without authority, and by the failure of the crew of the light engine properly to observe and obey the stop indication of a manual block signal	1865	1	1	5		
107. Operation of an extra ahead of a first-class train without sufficient time to clear as required by the rules, and by the failure of an engineman properly to control the speed of his train after being flagged	1867	1		1		
108. Failure of an engineman properly to observe and obey signal indications and also the stop signals of a flagman	1901	1		2		
109. Failure of an operator to display the train-order signal and to deliver a hold order to the crew of the extra and by his further error in lining up the route and displaying signal indications admitting this train to a block which he had pledged to and which was occupied by an opposing train	1909	1	1	3	1	
110. Failure of an operator to restore a cross-over switch to normal position, resulting in a freight train being operated against the current of traffic without protection	1940	1	1	1	1	
111. Failure of the freight train to be operated under proper control within yard limits; the failure of the fireman and head brakeman of that train to maintain a proper lookout, and the defective condition of the brake valve which prevented the engineman from making an emergency application of the brakes	1954	1		2	2	
112. Primarily by the failure of an engineman properly to obey signal indications, while the passenger train flagman did not go back as far as he could have gone in the time available	1964	1		50	1	
113. Failure of an engineman properly to control the speed of his train when approaching a meeting point	1973	1		39		1
114. Misunderstanding a yardmaster's instructions concerning one yard movement, and failure to provide adequate safeguards for another yard movement	1974	1	1	1		
115. Failure of a freight train to be properly protected by flag and by the failure of a passenger train to be operated under proper control in view of the fact that the crew held an order directing the freight train to run ahead of them until overtaken	1982	1		17	1	
116. Failure of the engineman of the passenger train properly to control the speed of his train when approaching interlocking limits and to obey the stop indication of the home signal	1990	1		6		
117. Failure of the freight train to clear the time of an opposing superior train	1995	1	2	13	1	
118. Making of an unauthorized movement on the main line without being properly protected by flag, by the issuance of an improper order by the dispatcher, and by the acceptance of such improper order by the crew of Train No. 32	1999	1		5	2	
119. Excessive speed on a sharp curve, the engineman having lost control of the train on a steep descending grade	2001	1	4	8	1	
120. Failure of the engineman of the M&E train properly to control speed of his train and approach crossing at grade of the PRR prepared to stop	2005	1		1	2	
121. Failure of a rail motor car to keep clear of an opposing scheduled freight train	2008	1		4		
122. Failure of an engineman properly to observe and obey signal indications, and by failure of a flagman and conductor to provide proper flag protection	2013	1	1	3		
123. Train running away on a heavy mountain grade, due to the fact that the portion of the train left standing on the grade was not properly secured before engine cut off	2017	1		1		1
124. Operation of a motor car and trailer on the time of an opposing overdue train without protection	2021	1	1	1		
125. Failure of an engineman to operate his train under proper control within yard limits	2027	1	2	1	2	
126. Failure to operate under proper control when approaching and entering yard limits, coupled with failure properly to observe and obey signal indications						
127. Operation of an engine						

[illegible]



# I. NEGLIGENCE OF EMPLOYEES:

## (G) Other Forms of Negligence of Employees: (Continued)

103. Violation of the operating rules by a train dispatcher in completing a meet order to an inferior train before he had obtained the signature of the conductor of the superior train and to disregard of a train order signal in stop position by a conductor and an engineman	1772	1	3	3
104. Primarily by the failure of an engineman to have the headlight of his engine displayed, and by his failure to provide such other flag protection as was necessary in view of the fact that he did not know whether the rear of his train was in the clear	1797	1		3
105. Primarily by the failure of the fireman of the train to maintain a proper lookout while approaching a railroad crossing at grade; contributing causes were the failure of the engineman of both trains to approach the crossing with their trains under full control	1841	1		2
106. Operation of the light engine against an opposing superior train without authority, and by the failure of the crew of the light engine properly to observe and obey the stop indication of a manual block signal	1865	1	1	5
107. Operation of an extra ahead of a first-class train without sufficient time to clear as required by the rules, and by the failure of an engineman properly to control the speed of his train after being flagged	1867	1		1
108. Failure of an engineman properly to observe and obey signal indications and also the stop signals of a flagman	1901	1		2
109. Failure of an operator to display the train-order signal and to deliver a hold order to the crew of the extra and by his further error in lining up the route and displaying signal indications admitting this train to a block which he had pledged to and which was occupied by an opposing train	1909	1	1	3
110. Failure of an operator to restore a cross-over switch to normal position, resulting in a freight train being operated against the current of traffic without protection	1940	1	1	1
111. Failure of the freight train to be operated under proper control within yard limits; the failure of the fireman and head brakeman of that train to maintain a proper lookout, and the defective condition of the brake valve which prevented the engineman from making an emergency application of the brakes	1954	1		2
112. Primarily by the failure of an engineman properly to obey signal indications, while the passenger train flagman did not go back as far as he could have gone in the time available	1964	1		
113. Failure of an engineman properly to control the speed of his train when approaching a meeting point	1973	1		39
114. Misunderstanding a yardmaster's instructions concerning one yard movement, and failure to provide adequate safeguards for another yard movement	1974	1	1	1
115. Failure of a freight train to be properly protected by flag and by the failure of a passenger train to be operated under proper control in view of the fact that the crew held an order directing the freight train to run ahead of them until overtaken	1982	1		17
116. Failure of the engineman of the passenger train properly to control the speed of his train when approaching interlocking limits and to obey the stop indication of the home signal	1990	1		6
117. Failure of the freight train to clear the time of an opposing superior train	1995	1	2	13
118. Making of an unauthorized movement on the main line without being properly protected by flag, by the issuance of an improper order by the dispatcher, and by the acceptance of such improper order by the crew of Train No. 32	1999	1		5
119. Excessive speed on a sharp curve, the engineman having lost control of the train on a steep descending grade	2001	1	4	8
120. Failure of the engineman of the M&E train properly to control speed of his train and approach crossing at grade of the PRR prepared to stop	2005	1		1
121. Failure of a rail motor car to keep clear of an opposing scheduled freight train	2008	1		
122. Failure of an engineman properly to observe and obey signal indications, and by failure of a flagman and conductor to provide proper flag protection	2013	1	1	3
123. Train running away on a heavy mountain grade, due to the fact that the portion of the train left standing on the grade was not properly secured before engine-cut off	2017	1		1
124. Operation of a motor car and trailer on the time of an opposing overdue train without protection	2021	1	1	1
125. Failure of an engineman to operate his train under proper control within yard limits	2027	1	2	1
126. Failure to operate under proper control when approaching and entering yard limits, coupled with failure properly to observe and obey signal indications	2028	1	3	
127. Operation of an extra train on the time of a following superior train without authority and without adequate flag protection	2030	1	1	6
128. Operation of an extra train on close time ahead of a following superior train, and by failure properly to protect a back-up movement	2035	1		13
129. Failure of a hostler properly to control the speed of the light engines while moving over the main track within yard limits, by his failure to maintain a proper lookout, and by the fact that the double-heading cock was open on the engine being towed	2039	1		2
130. Primarily by the failure of the engineman of the freight to operate under control approaching a station in a dense fog; a contributing cause was failure of the flagman of the mixed train to provide proper flag protection in view of the weather conditions	2043			

(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)
3	1												
3		01		1									
2	1												
5						1							
1		1											
2				1									
3	1		1										
1	1	1											
2	2												
50	1												
39		1											
1						1							
17	1												
6				1									
13	1												
9	2												
8	1												
1	2												
4								1					
3						1		1					
1		1											
1				1									
1	2												
	1			1									
6			1										
13		1											
2				1									

	I. C. C. INVESTIGATION NUMBER	NUMBER OF ACCIDENTS	PERSONS		NUMBER OF VARIOUS LENGTH		
			KILLED	INJURED	40 AND LESS	41 TO 50	51 TO 60
	(1)	(2)	(3)	(4)	(5)	(6)	(7)
<b>I. NEGLIGENCE OF EMPLOYEES:</b>							
<b>(G) Other Forms of Negligence of Employees: (Continued)</b>							
131. Failure of the flagman of the BHM train to maintain a proper lookout and to control the speed of his train properly while making a back-up movement and by failure of the conductor and flagman of the CV train properly to protect their train while moving from a passing track to the main track	2051	1	1		1		1
132. Failure of the freight train to be operated under proper control within yard limits	2062	1	1	3	1		
133. Failure of an engineman properly to control the speed of his train approaching a meeting point	2065	1	1	4	1	1	
134. Train being operated against the current of traffic without authority or protection	2067	1		1	1		
135. Failure of the switching crew to afford flag protection against a second-class train while occupying the main track, and by the freight train not being operated under proper control within yard limits	2071	1	2	1			
136. A conductor, when he entered a branch line, leaving a register slip at the junction to cover the return movement from the branch before the movement was executed	2081	1	2	10	2		
137. Failure of a brakeman to ascertain that a coupling had been made between a car which was picked up and train against which it was placed	2090	1	1		1		
138. Failure of the _____ train to be operated under proper control on a yard track	2098	1	1	2			
139. Failure of the crew of the passenger train to obey a meet order and to comply with block-signal rules	2103	1		13			1
140. Failure of an operator to display a train-order signal and to deliver a "hold" order, and by his further failure to restore a block signal to stop position after the passage of a preceding train	2104	1		5			
141. Failure of a crew to comply with the rule which required trains in the same direction to keep at least 10 minutes apart, where no form of block signal was in use; a contributing cause was the failure of a conductor to provide adequate protection for the rear of his train	2116	1	1	3	2		
142. Failure to operate under proper control within yard limits	2117	1		4			
143. Failure to provide adequate flag protection, and by the failure of the engineman of the following train to operate under such control, in view of existing weather conditions, as would enable him to comply with signal indications	2119	1		3			
144. Train entering a block without authority and by failure of the crew of that train to provide adequate flag protection before making a cross-over movement	2124	1		2	1		
145. Route being changed directly in front of an approaching train as a result of failure properly to identify such train	2125	1	1	4			1
146. Failure of a crew properly to protect a cross-over movement and by the failure of an engineman properly to observe and obey such signal indications	2129	1	3		1		
147. Failure of Extra 1207 to be operated under proper control within yard limits	2132	1	2	15	2		
148. Failure of a flagman to provide protection for a work extra occupying the main track on the time of an overdue superior train; a contributing cause was the operation of a freight train at an excessive rate of speed after having received a caution block-signal indication	2134	1	1	3			1
149. Failure of the train to be properly protected by flag and of the following train to be operated in accordance with automatic block-signal indications	2135	1	1	1	1		
150. Failure of train No. 167 to be operated in compliance with signal indications and by the failure of Extra 1424 to be properly protected by flag	2139	1	1	2		1	
151. Failure properly to protect a back-up movement	2140	1	1		2		
152. Failure to provide flag protection and by failure properly to observe and obey block-signal indications	2147	1	3	4			
153. Failure to properly observe and obey signal indications and failure properly to protect the rear of a standing train	2152	1		2	2		
154. Failure properly to control the speed of a train when approaching a cross-over, due in part to a partly closed angle cock which prevented the engineman from obtaining normal braking throughout the train	2153	1		1	1		
155. Failure properly to control the speed of _____ train No. 84 when approaching a railroad crossing at grade	2154	1	1	1	1	1	
156. Failure to operate train Second No. 47 under control within yard limits	2155	1	2	1			



[illegible]

# I. NEGLIGENCE OF EMPLOYEES:

## (G) Other Forms of Negligence of Employees: (Continued)

131. Failure of the flagman of the BM train to maintain a proper lookout and to control the speed of his train properly while making a back-up movement and by failure of the conductor and flagman of the CV train properly to protect their train while moving from a passing track to the main track	2051	1	1		1	
132. Failure of the freight train to be operated under proper control within yard limits	2062	1	1	3	1	
133. Failure of an engineman properly to control the speed of his train approaching a meeting point	2065	1	1	4	1	1
134. Train being operated against the current of traffic without authority or protection	2067	1		1	1	
135. Failure of the switching crew to afford flag protection against a second-class train while occupying the main track, and by the freight train not being operated under proper control within yard limits	2071	1	2	1		
136. A conductor, when he entered a branch line, leaving a register slip at the junction to cover the return movement from the branch before the movement was executed	2081	1	2	10	2	
137. Failure of a brakeman to ascertain that a coupling had been made between a car which was picked up and train against which it was placed	2090	1	1		1	
138. Failure of the _____ train to be operated under proper control on a yard track	2098	1	1	2		
139. Failure of the crew of the passenger train to obey a meet order and to comply with block-signal rules	2103	1		13		
140. Failure of an operator to display a train-order signal and to deliver a "hold" order, and by his further failure to restore a block signal to stop position after the passage of a preceding train	2104	1		5		
141. Failure of a crew to comply with the rule which required trains in the same direction to keep at least 10 minutes apart, where no form of block signal was in use; a contributing cause was the failure of a conductor to provide adequate protection for the rear of his train	2116	1	1	3	2	
142. Failure to operate under proper control within yard limits	2117	1		4		
143. Failure to provide adequate flag protection, and by the failure of the engineman of the following train to operate under such control, in view of existing weather conditions, as would enable him to comply with signal indications	2119	1		3		1
144. Train entering a block without authority and by failure of the crew of that train to provide adequate flag protection before making a cross-over movement	2124	1		2	1	
145. Route being changed directly in front of an approaching train as a result of failure properly to identify such train	2125	1	1	4		
146. Failure of a crew properly to protect a cross-over movement and by the failure of an engineman properly to observe and obey such signal indications	2129	1	3		1	
147. Failure of Extra 1207 to be operated under proper control within yard limits	2132	1	2	15	2	
148. Failure of a flagman to provide protection for a work extra occupying the main track on the time of an overdue superior train; a contributing cause was the operation of a freight train at an excessive rate of speed after having received a caution block-signal indication	2134	1	1	3		
149. Failure of the train to be properly protected by flag and of the following train to be operated in accordance with automatic block-signal indications	2135	1	1	1	1	
150. Failure of train No. 167 to be operated in compliance with signal indications and by the failure of Extra 1424 to be properly protected by flag	2139	1	1	2		1
151. Failure properly to protect a back-up movement	2140	1	1		2	
152. Failure to provide flag protection and by failure properly to observe and obey block-signal indications	2147	1	3	4		
153. Failure to properly observe and obey signal indications and failure properly to protect the rear of a standing train	2152	1		2	2	
154. Failure properly to control the speed of a train when approaching a cross-over, due in part to a partly closed angle cock which prevented the engineman from obtaining normal braking throughout the train	2153	1		1	1	
155. Failure properly to control the speed of _____ train No. 84 when approaching a railroad crossing at grade	2154	1	1	1	1	1
156. Failure to operate train Second No. 47 under control within yard limits	2155	1	2	1		
157. Open switch and failure of those on the engine of train Second No. 52 to maintain a proper lookout of the track ahead	2158	1	2	1		
158. Failure of Extra 2002 to be operated under proper control within yard limits	2162	1	2	3	2	
159. Engine 2505 fouling the clearance point of a switch, while another train was passing	2163	1	1	2		
160. Failure to obey a wait order; a contributing cause was the failure of an extra train to clear the time of an opposing regular train as required by rule	2166	1	1	22	1	
161. Freight train fouling the clearance point of a main-track switch directly in front of an approaching superior train	2177	1		3		
162. Failure to operate Extra 101 under control within yard limits	2184	1	2	1	1	

JUNE 20	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)
(4)													
	1		1										
3	1												
4	1	1											
1	1												
1				1									
10	2												
	1												
2				1									
13			1										
5					1								
3	2												
4				2									
3		1		1									
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4			1				1						
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13	2												
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2		1		1									
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4						1	1						
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1				1									
1			1										
3	2												
2								1					
22	1												
3							1						
1	1		1										



	I. C. C. INVESTIGATION NUMBER	NUMBER OF ACCIDENTS	PERSONS		NUMBER OF FREIGHT VARIOUS LENGTHS			
			KILLED	INJURED	40 AND LESS	41 TO 50	51 TO 60	61 TO 70
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
<b>I. NEGLIGENCE OF EMPLOYEES:</b>								
<b>(C) Other Forms of Negligence of Employees: (Continued)</b>								
163. Failure to obey a meet order, due to the order having been misread by the engineman; also by failure to operate under proper control within yard limits	2187	1		2	1	1		
164. Failure to operate under proper control within yard limits	2188	1	1	2	2			
165. Failure of the engine crew of a work extra to maintain a proper lookout when making a movement within working limits	2191	1	3		1			
166. Failure of a train crew to discover that a coupling between two cuts of cars had not been properly made, and failure to have a member of the train crew stationed on the leading car of the cut of cars being pushed into the storage track	2195	1	2		1			
167. Failure to provide adequate flag protection while a rail was being replaced in the track	2196	1	2	6	1			
168. Failure of the crew of the work train to clear a superior train before the wait requirements set up for that train by train order had expired	2199	1	3	5	1			
169. Failure of second 92 to be operated under proper control when approaching and entering yard limits; a contributing cause was the failure of first 92 to provide adequate flag protection within yard limits when carrying passengers	2202	1		5				1
170. Operation of a section motorcar on the main track too close to the time of a following train and failure of the crew of the motor car to provide adequate flag protection	2204	1	1	2				1
171. Failure of the crew of the yard engine to operate under control on a siding	2214	1	1	3				1
172. Failure of the passenger train to be operated in accordance with the requirements of a caution card in manual-block territory, and the failure of the crew of the freight train to provide adequate flag protection	2215	1	3	10				
173. Failure of the passenger train to be operated under control in yard limits, and failure of the crew of the freight train fully to carry out the requirements of the flagging rule	2220	1	1	3	1			
174. Failure of Extra 2007 to be operated under proper control within yard limits	2232	1	1	1	1			
175. Failure properly control the speed of an extra train entering yard limits, possibly due to some mental disorder of the engineman operating the locomotive of that train	2233	1	2		1	1		
176. Failure of the mixed train to be operated under control within yard limits, and the failure of the freight train to provide adequate rear-end protection in foggy weather	2240	1	1		1			
177. Failure to require a trainman to occupy a conspicuous position on the leading car of a cut of cars being shored on a yard track	2244	1	1		1	1		
178. Failure of the freight train crew to provide adequate rear-end protection, and by the action of the dispatcher in authorizing the passenger train to enter an occupied block under a clear manual block signal	2246	1		2				1
179. Failure to properly control the speed of a freight train within yard limits, particularly in view of existing weather conditions	2247	1	2	2	1			
180. Cars being backed into a short stub-end house track by mistake, instead of into the siding as instructed	2248	1	1		1			
181. Failure of the superior train to stop clear of the switch used by the train being met in entering the siding at a train-order meeting point	2253	1	1	4				
182. Failure of Extra 312 to provide flag protection within yard limits while carrying passengers, and the failure of Extra 5504 to be operated under control within yard limits	2257	1	5	33				
183. Failure of the crew of Extra 1384 properly to observe and obey signal indications, and to comply with the requirements of Rule 93	2260	1	2		2			
184. Failure properly to control the speed of a light engine, due to the engineman falling asleep	2262	1	1	2				
185. Failure of the yard engine to be operated under proper control within yard limits	2263	1		3		1		
186. Failure of an inferior train to clear the time of a superior train and to furnish flag protection as required by the rules, and the failure of the superior train to be stopped short of a block signal displaying a stop indication	2264	1		18				1
187. Leverman failing definitely to ascertain that the route was properly line before clearing a signal for a passenger train to proceed through the interlocking, resulting in the diversion of that train to an occupied nonsignaled yard track	2273	1		6	1			
188. Failure properly to protect the rear end of the leading train, and by failure of the light engine to be operated in accordance with signal rules	2280	1		4	1			
		1	1	2	1			





I. NEGLIGENCE OF EMPLOYEES:

(C) Other Forms of Negligence of Employees: (Continued)

	NUMBER (1)	ACCIDENTS (2)	KILLED (3)	INJURED (4)	LOST (5)	(6)	(7)	(8)
163. Failure to obey a meet order, due to the order having been misread by the engineman; also by failure to operate under proper control within yard limits	2187	1		2	1	1		
164. Failure to operate under proper control within yard limits	2188	1	1	2	2			
165. Failure of the engine crew of a work extra to maintain a proper lookout when making a movement within working limits	2191	1	3		1			
166. Failure of a train crew to discover that a coupling between two cuts of cars had not been properly made, and failure to have a member of the train crew stationed on the leading car of the cut of cars being pushed into the storage track	2195	1	2		1			
167. Failure to provide adequate flag protection while a rail was being replaced in the track	2196	1	2	5	1			
168. Failure of the crew of the work train to clear a superior train before the wait requirements set up for that train by train order had expired	2199	1	3	5	1			
169. Failure of second 92 to be operated under proper control when approaching and entering yard limits; a contributing cause was the failure of first 92 to provide adequate flag protection within yard limits when carrying passengers	2202	1		5				1
170. Operation of a section motorcar on the main track too close to the time of a following train and failure of the crew of the motor car to provide adequate flag protection	2204	1	1	2				1
171. Failure of the crew of the yard engine to operate under control on a siding	2214	1	1	3				1
172. Failure of the passenger train to be operated in accordance with the requirements of a caution card in manual-block territory, and the failure of the crew of the freight train to provide adequate flag protection	2215	1	3	10				
173. Failure of the passenger train to be operated under control in yard limits, and failure of the crew of the freight train fully to carry out the requirements of the flagging rule	2220	1	1	3	1			
174. Failure of Extra 2007 to be operated under proper control within yard limits	2232	1	1	1	1			
175. Failure properly control the speed of an extra train entering yard limits, possibly due to some mental disorder of the engineman operating the locomotive of that train	2233	1	2		1	1		
176. Failure of the mixed train to be operated under control within yard limits, and the failure of the freight train to provide adequate rear-end protection in foggy weather	2240	1	1		1			
177. Failure to require a trainman to occupy a conspicuous position on the leading car of a cut of cars being shoved on a yard track	2244	1	1		1	1		
178. Failure of the freight train crew to provide adequate rear-end protection, and by the action of the dispatcher in authorizing the passenger train to enter an occupied block under a clear manual block signal	2246	1		2				1
179. Failure to properly control the speed of a freight train within yard limits, particularly in view of existing weather conditions	2247	1	2	2	1			
180. Cars being backed into a short stub-end house track by mistake, instead of into the siding as instructed	2248	1	1		1			
181. Failure of the superior train to stop clear of the switch used by the train being met in entering the siding at a train-order meeting point	2253	1	1	4				
182. Failure of Extra 312 to provide flag protection within yard limits while carrying passengers, and the failure of Extra 5504 to be operated under control within yard limits	2257	1	5	33				
183. Failure of the crew of Extra 1384 properly to observe and obey signal indications, and to comply with the requirements of Rule 93	2260	1	2		2			
184. Failure properly to control the speed of a light engine, due to the engineman falling asleep	2262	1	1	2				
185. Failure of the yard engine to be operated under proper control within yard limits	2263	1		3		1		
186. Failure of an inferior train to clear the time of a superior train and to furnish flag protection as required by the rules, and the failure of the superior train to be stopped short of a block signal displaying a stop indication	2264	1		18				1
187. Leverman failing definitely to ascertain that the route was properly line before clearing a signal for a passenger train to proceed through the interlocking, resulting in the diversion of that train to an occupied nonsignaled yard track	2273	1		6	1			
188. Failure properly to protect the rear end of the leading train, and by failure of the light engine to be operated in accordance with signal rules	2280	1		4	1			
189. Failure to operate the freight train under proper control within yard limits	2281	1	1	2	1			
190. Failure of Extra 928 to provide proper flag protection and by the failure of Extra 1064 to be operated in accordance with the interlocking house signal indication	2283	1		3	1			1
191. Failure of a motor-car to clear the main track for a freight train or to provide flag protection, on account of over-estimating the running time of the freight train	2293	1		5	1			
192. Failure of an inferior train to clear the schedule time of an opposing superior train as required by rule	2297	1	1	26			1	
193. Failure to operate a train under proper control prepared to stop before reaching the crossing gates at a railroad intersection	2298	1	1	2			1	1
194. Inferior train occupying the main track without authority on the time of a following first-class train, and not providing proper protection	2301	1		11	1			



	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)
2	1	1											
2	2												
	1												
	1												
6	1												
3	1												
5			1		1								
2			1										
3			1										
0					1								
3	1												
1	1				1								
	1	1											
	1				1								
	1	1											
2				1									
2	1												
	1												
4						1							
13					1								
	2												
2					1								
3		1											
18			1										
6	1												
4	1												
2	1												
3	1		1										
5	1												
26		1											
2		1	1										
11	1												

	I. C. C. INVESTIGATION NUMBER	NUMBER OF ACCIDENTS	PERSONS		NUMBER OF FREIGHT VARIOUS LENGTHS IN			
			KILLED	INJURED	40 AND LESS	41 TO 50	51 TO 60	61 TO 70
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
<b>I. NEGLIGENCE OF EMPLOYEES:</b>								
<b>(c) Other Forms of Negligence of Employees: (Continued)</b>								
195. Failure to maintain a proper lookout from both trains and to proceed under proper control prepared to stop when approaching a railroad crossing at grade	2306	1		10	1			
196. Failure to route a west-bound train on the westward track as intended, failure to correctly record its movement on the eastward track over a route which had been set up for a preceding train and subsequent authorization for an east-bound train to pass a home interlocking signal, displaying stop, when the eastward track was occupied by the opposing train	2307	1	1	20				
197. Failure to operate the freight train under proper control within yard limits	2311	1	1	4	1			
198. Failure to operate Extra 1843 in accordance with signal indications and by failure of Extra 1599 to furnish adequate flag protection	2320	1		5	2			
199. Failure properly to obey signal indications and failure to move under proper control within yard limits prepared to stop unless the track was seen or known to be clear	2322	1		5			1	
200. Failure of the _____ train to stop at a railroad crossing at grade which was occupied by a train on a conflicting route	2324	1		6	1			
201. Failure of the crews of both trains to maintain a proper lookout and to proceed under proper control prepared to stop when approaching a railroad crossing at grade	2329	2		4	2			
202. Failure of No. 238 to clear the time of an opposing superior train and to obey the stop indication of an automatic block signal, and probably also by failure of No. 107 properly to observe and obey an approach signal indication	2332	1	3	38		1		
203. Failure to secure a car on a grade, which resulted in the car sideswiping the cab of the engine, damaging air, steam, and hot water connections, which compelled the engine crew to leave the engine without closing the throttle and in turn allowed the engine to move out of control	2333	1	2	17			1	
204. Failure to provide proper flag protection for the preceding train and by failure to operate the following train in accordance with interlocking signal indications	2339	1		2				
205. No. 197 occupying the main track without authority because of a misunderstanding of instructions, and failure to operate No. 94C in accordance with the yard limit rule	2342	1	1	1	2			
206. Switch being improperly lined immediately in front of an approaching train	2345	1		11	2			
207. Failure to observe that a movement was being made on the wrong track	2347	1	5	3	1			
208. Failure of Extra 843 to provide proper flag protection and by the failure to operate No. 325 in accordance with block-signal indications	2348	1		8				1
209. Failure to protect the rear end of the first train and by failure to control properly the speed of the second train in compliance with a permissive annual-block indication. The collision of the third train with the wreckage was caused by failure to provide proper flag protection.	2351	1	4	4			1	
210. Excessive speed on a sharp curve	2353	1	2					1
211. Failure to control properly the speed of a freight train approaching a meeting point	2366	1	1	4				
212. Failure to control properly the speed of a freight train when approaching a meeting point	2372	1		5				
213. Failure to control the speed of a train properly when approaching a meeting point	2380	1		32	1			
214. No. 71 being operated in accordance with the indication of a block signal which falsely displayed a proceed indication, instead of being operated under control within yard limits as required by the yard limit rule	2381	1		3				
215. Excessive speed on a sharp curve, because of failure to control the speed properly on a descending grade	2382	1	2		1			
216. Failure of a train to clear the time of an opposing superior train and failure to furnish proper flag protection after having failed to clear the time of the opposing superior train	2383	1		1			1	1
217. Failure to provide adequate flag protection for the preceding train and by failure to control the speed of the following train in compliance with a permissive-block indication	2384	1	1	2				2
218. A junction switch being opened without authority or instructions, which resulted in diverting an approaching train to an occupied track, and failure to control the speed of the passenger train properly when approaching a junction and when operating against the current of traffic within yard limits	2386	1	2	38	1			

[illegible]



195. Failure to maintain a proper lookout from both trains and to proceed under proper control prepared to stop when approaching a railroad crossing at grade	2306	1		10	1			
196. Failure to route a west-bound train on the westward track as intended, failure to correctly record its movement on the eastward track over a route which had been set up for a preceding train and subsequent authorization for an east-bound train to pass a home interlocking signal, displaying stop, when the eastward track was occupied by the opposing train	2307	1	1	20				
197. Failure to operate the freight train under proper control within yard limits	2311	1	1	4	1			
198. Failure to operate Extra 1843 in accordance with signal indications and by failure of Extra 1539 to furnish adequate flag protection	2320	1		5	2			
199. Failure properly to obey signal indications and failure to move under proper control within yard limits prepared to stop unless the track was seen or known to be clear	2322	1		5				1
200. Failure of the _____ train to stop at a railroad crossing at grade which was occupied by a train on a conflicting route	2324	1		6	1			
201. Failure of the crews of both trains to maintain a proper lookout and to proceed under proper control prepared to stop when approaching a railroad crossing at grade	2329	1		4	2			
202. Failure of No. 236 to clear the time of an opposing superior train and to obey the stop indication of an automatic block signal, and, probably also by failure of No. 107 properly to observe and obey an approach signal indication	2332	1	3	38		1		
203. Failure to secure a car on a grade, which resulted in the car sideswiping the cab of the engine, damaging air, steam, and hot water connections, which compelled the engine crew to leave the engine without closing the throttle and in turn allowed the engine to move out of control	2333	1	2	17				1
204. Failure to provide proper flag protection for the preceding train and by failure to operate the following train in accordance with interlocking signal indications	2339	1		2				
205. No. 197 occupying the main track without authority because of a misunderstanding of instructions, and failure to operate No. 94C in accordance with the yard limit rule	2342	1	1	1	2			
206. Switch being improperly lined immediately in front of an approaching train	2345	1		11	2			
207. Failure to observe that a movement was being made on the wrong track	2347	1	5	3	1			
208. Failure of Extra 843 to provide proper flag protection and by the failure to operate No. 325 in accordance with block-signal indications	2348	1		8				
209. Failure to protect the rear end of the first train and by failure to control properly the speed of the second train in compliance with a permissive manual-block indication. The collision of the third train with the wreckage was caused by failure to provide proper flag protection.	2351	1	4	4				1
210. Excessive speed on a sharp curve	2353	1	2					
211. Failure to control properly the speed of a freight train approaching a meeting point	2366	1	1	4				
212. Failure to control properly the speed of a freight train when approaching a meeting point	2372	1		5				
213. Failure to control the speed of a train properly when approaching a meeting point	2380	1		32	1			
214. No. 71 being operated in accordance with the indication of a block signal which falsely displayed a proceed indication, instead of being operated under control within yard limits as required by the yard limit rule	2381	1		3				
215. Excessive speed on a sharp curve, because of failure to control the speed properly on a descending grade	2382	1	2		1			
216. Failure of a train to clear the time of an opposing superior train and failure to furnish proper flag protection after having failed to clear the time of the opposing superior train	2383	1		1				1
217. Failure to provide adequate flag protection for the preceding train and by failure to control the speed of the following train in compliance with a permissive-block indication	2384	1	1	2				
218. A junction switch being opened without authority or instructions, which resulted in diverting an approaching train to an occupied track, and failure to control the speed of the passenger train properly when approaching a junction and when operating against the current of traffic within yard limits	2386	1	2	38	1			
219. Failure of an extra train to clear the time of an opposing first-class train	2388	1		49	1			
220. Failure to control the speed of a following train because of an open double-heading cock on the second engine	2391	1		6		1		
221. Failure to provide proper flag protection for the preceding train and by operation of the following train in automatic train-stop territory with the automatic train-stop and cab signal devices out out, contrary to current instructions, resulting in an imperfectly displayed cab signal	2393	1		8				
222. Failure to provide proper flag protection for a work extra and by failure to operate a freight extra in accordance with signal indications	2396	1		5				
223. Engine occupying the main track without authority and without flag protection	2397	1	2	1	1			
224. Failure to control the speed of the second train in compliance with the rules applicable to train movements on an assigned track	2402	1	1	2	2			
TOTAL - NEGLIGENCE - OTHER FORMS OF NEGLIGENCE OF EMPLOYEES		224	247	1 400	169	34	35	3
GRAND TOTAL - NEGLIGENCE OF EMPLOYEES		348	390	2 428	258	53	45	5

10	1												
20				1									
4	1												
5	2												
5			1										
6	1												
4	2												
38		1											
17			1										
2						1	1						
1	2												
11	2												
3	1												
8				1									
4			1			2							
4				1									
4					2								
5							1						
32	1												
3					2								
	1												
1			1	1									
2				2									
38	1												
49	1												
6		1					1						
8													
5						1							
1	1			1									
2	2												
1 400	163	34	35	35	22	11	11	10	321	267	83.2	34	16.8
2 428	258	53	45	53	31	22	15	22	499	409	82.0	90	18.0



	I. C. C. INVESTIGATION NUMBER	NUMBER OF ACCIDENTS	PERSONS		NUMBER OF FREIGHT VARIOUS LENGTHS IN CARS				
			KILLED	INJURED	40 AND LESS	41 TO 50	51 TO 60	61 TO 70	71 TO 80
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
<b>II. DEFECTS IN OR FAILURES OF EQUIPMENT:</b>									
<b>(A) Other Parts and Appurtenances of Locomotives and Tenders:</b>									
1. Broken engine truck radius bar	1652	1	1	2		1			
2. Broken main rod	1749	1	1	1					
3. Rigid engine truck, due to a steel block having become wedged between the pedestal jaw and the swinging bolster, preventing the normal curving of the truck	2060	1		1					
4. Believed to have been caused by a stuck wedge	2100	1	2	1		1			
5. Loose pilot trape becoming lodged under the left wheel of the engine truck and forcing it off the rail	2266	1	1	5					
6. Rigid engine truck, due to the engine-truck swing center-plate casting being fouled by a displaced swing-hanger pin	2276	1	1			1			
7. Wear on the bearings on the cradle castings of the engine truck, combined with the wear on the spring casing of the centering device of the trailer truck	2343	1	1			1			
8. Failure to lubricate properly the main boiler-bearing sliding plate of an articulated locomotive (wreckage of which struck a freight train moving in the opposite direction on an adjacent track)	2369	1	3	5					
<b>TOTAL - DEFECTS IN OR FAILURES OF LOCOMOTIVES AND TENDERS</b>		<b>8</b>	<b>10</b>	<b>15</b>		<b>4</b>			
<b>(B) Trucks:</b>									
1. Broken arch bar	1396	1	4	1	1				
2. Broken arch bar	1404	1	2	1					
3. Broken arch bar	1798	1	2	5	1				
4. Broken arch bar	1819	1				1			
5. Broken arch bar	1947	1	1	1	1				
6. Failure of an arch bar truck under the thirteenth car in the train	1633	1	2			1			
7. Failure of an arch bar truck	1663	1	4						
8. Failure of an arch bar truck	1678	1	1	1	1				
9. Failure of an arch bar truck	1814	1	1		1				
10. Failure of an arch bar truck	1822	1	5	3					
11. Failure of an arch bar truck	1935	1	2	1			1	1	
12. Failure of an arch bar truck under the eighth car in the train	1791	1	1	2			1		
13. Believed to have been caused by the defective condition of a truck center plate of a car in a freight train	1419	1	1	24					
14. Failure of the rear truck of the nineteenth car in the freight train	1544	1	1	1	1				
15. Defective condition of a truck under one of the cars in the first train to be derailed	1808	1	1	1					
16. Defective condition in the side bearings of a tank car	1832	1	2	3					
17. Failure of an arch bar truck	1971	1	1	1	1				
18. Collapse of the side frame of an arch bar truck	1975	1	3	1	1		1		
19. Broken arch bar	1976	1		1	2				
20. Broken arch bar	1988	1						1	
21. Broken arch bar	1996	1	2	4		1			
22. Broken arch bar	2016	1							



PERSONS		NUMBER OF FREIGHT TRAINS INVOLVED AS TO VARIOUS LENGTHS IN CARS, EXCLUSIVE OF CARBOORS									TOTAL			
		40 AND LESS	41 TO 50	51 TO 60	61 TO 70	71 TO 80	81 TO 90	91 TO 100	OVER 100	TOTAL	TO CARS AND LESS		OVER TO CARS	
											NO.	PER CENT.	NO.	PER CENT.
KILLED	INJURED	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)
1	2		1											
1	1					1								
	1								1					
2	1		1											
1	5					1								
1			1											
1			1											
3	5								2					
10	15		4			2			3	9	4	44.4	5	55.6
4	1	1												
2	1						1							
2	5	1												
			1											
1	1	1												
2			1											
4						1								
1	1	1												
1		1												
5	3								1					
2	1			1	1				1					
1	2			1										
1	24						1							
1	1	1												
1	1					1	1							
2	3					1								
1	1	1												
3	1	1		1										
	1	2				1								
2	4		1					1						

(A) Other Parts and Appendances of Locomotives and Tenders:

1. Broken engine truck radius bar
2. Broken main rod
3. Rigid engine truck, due to a steel block having become wedged between the pedestal jaw and the swinging bolster, preventing the normal curving of the truck
4. Believed to have been caused by a stuck wedge
5. Loose pilot brace becoming lodged under the left wheel of the engine truck and forcing it off the rail
6. Rigid engine truck, due to the engine-truck swing center-plate casting being fouled by a displaced swing-hanger pin
7. Wear on the bearings on the cradle castings of the engine truck, combined with the wear on the spring casing of the centering device of the trailer truck
8. Failure to lubricate properly the main boiler-bearing sliding plate of an articulated locomotive (wreckage of which struck a freight train moving in the opposite direction on an adjacent track)

1652	1	1	2	1				
1749	1	1	1					
2060	1		1					
2100	1	2	1		1			
2266	1	1	5					
2276	1	1			1			
2343	1	1			1			
2369	1	3	5					

TOTAL - DEFECTS IN OR FAILURES OF LOCOMOTIVES AND TENDERS

	8	10	15		4			2
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(B) Trucks:

1. Broken arch bar
2. Broken arch bar
3. Broken arch bar
4. Broken arch bar
5. Broken arch bar
6. Failure of an arch bar truck under the thirteenth car in the train
7. Failure of an arch bar truck
8. Failure of an arch bar truck
9. Failure of an arch bar truck
10. Failure of an arch bar truck
11. Failure of an arch bar truck
12. Failure of an arch bar truck under the eighth car in the train
13. Believed to have been caused by the defective condition of a truck center plate of a car in a freight train
14. Failure of the rear truck of the nineteenth car in the freight train
15. Defective condition of a truck under one of the cars in the first train to be derailed
16. Defective condition in the side bearings of a tank car
17. Failure of an arch bar truck
18. Collapse of the side frame of an arch bar truck
19. Broken arch bar
20. Broken arch bar
21. Broken arch bar
22. Broken arch bar
23. Failure of an arch bar truck
24. Failure of an arch bar truck
25. Broken arch bar
26. Failure of a truck side-frame
27. Failure of an arch bar truck

1396	1	4	1	1				
1404	1	2	1					
1798	1	2	5	1				
1819	1					1		
1947	1	1	1	1				
1633	1	2				1		
1663	1	4						1
1678	1	1	1	1				
1814	1	1		1				
1822	1	5	3					
1935	1	2	1			1	1	
1791	1	1	2			1		
1419	1	1	24					
1544	1	1	1	1				
1808	1	1	1					1
1832	1	2	3					1
1971	1	1	1	1				
1975	1	3	1	1		1		
1976	1		1	2				
1988	1						1	
1996	1	2	4		1			
2016	1							
2047	1		2			1		
2072	1			1				
2092	1		2	1				
2110	1	1	3			1		
2167	1		1	1				

	I. C. C. INVESTIGATION NUMBER	NUMBER OF ACCIDENTS	PERSONS		NUMBER OF VARIOUS LENGTHS		
			KILLED	INJURED	40 AND LESS	41 TO 50	51 TO 60
<b>II. DEFECTS IN OR FAILURES OF EQUIPMENT:</b>							
<b>(B) Trucks: (Continued)</b>							
28. Broken arch bar	2168	1		1		1	
29. Probably resulted from the breaking of an arch bar	2227	1	6	6	1		
30. Failure of an arch bar truck	2230	1		11			
31. Failure of a truck side frame	2308	1	1	4		1	
32. Lack of side bearing clearance at the leading end of the car being shoved, combined with a wrong truck side in the leading truck	2229	1	1		1		
<b>TOTAL - DEFECTS IN OR FAILURES OF TRUCKS</b>		32	45	81	15	5	5
<b>(C) Wheels and Axles:</b>							
1. Broken wheel	1459	1	2	21			
2. Broken wheel	1794	1	1	1			
3. Failure of a fusion welded axle on the front truck of the forty-seventh car in the freight train	1700	1	2	37			
4. Broken wheel, apparently due to the sticking of the air brake	1735	1	1	9			
5. Broken wheel, apparently due to overheating	1764	1	1				
6. Broken journal, due to overheating	1845	1	1	6			
7. Burned off journal	1852	1	4	5		1	
8. Broken wheel, apparently due to overheating	1825	1	1	1			
9. Broken journal, due to overheating; the cause of overheating was not ascertained	1992	1	1	7			1
10. Broken journal	2010	1	4	7		1	
11. Broken wheel	2031	1	1	1	1		
12. Broken journal, due to its having been overheated	2044	1	1		1		
13. Broken wheel	2048	1	4	3	1		
14. Loose wheel	2099	1	1		1		
15. Broken journal, due to overheating	2123	1	1				
16. Broken journal, due to having been overheated	2269	1	2	3			
17. Broken wheel	2291	1	1	3			
18. Broken wheel, apparently caused by overheating	2338	1	1	1			1
<b>TOTAL - DEFECTS IN OR FAILURES OF WHEELS AND AXLES</b>		18	33	105	4	2	2
<b>(D) Hand Brakes, Brake Rigging, and Appurtenances:</b>							
1. Damaged switch resulting from a dragging brake rigging on a previous train contacting and bending the switch tie rods and pulling the switch point away from the stock rail	2378	1	3		1		
<b>TOTAL - DEFECTS IN OR FAILURES OF HAND BRAKES, BRAKE RIGGING, AND APPURTENANCES</b>		1	3		1		
<b>(E) Power Brakes and Appurtenances, Except Air Reservoirs and Pumps on Locomotives:</b>							
1. Failure of the engineer of one of the trains properly to control the speed of his train approaching a meeting point, due either to his failure to begin braking soon enough or to the improper functioning of the brakes	1488	1		1	1		1
<b>TOTAL - DEFECTS IN OR FAILURES OF POWER BRAKES AND APPURTENANCES, EXCEPT AIR RESERVOIRS AND PUMPS ON LOCOMOTIVES</b>		1		1	1		1
<b>(F) Couplers:</b>							



PERSONS		NUMBER OF FREIGHT TRAINS INVOLVED AS TO VARIOUS LENGTHS IN CARS, EXCLUSIVE OF CABOOSE									TOTAL			
		40 AND LESS	41 TO 50	51 TO 60	61 TO 70	71 TO 80	81 TO 90	91 TO 100	OVER 100	TOTAL	TO CARS AND LESS		OVER 70 CARS	
		(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	NO. (14)	PER CENT. (15)	NO. (16)	PER CENT. (17)
(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)
			1											
6	6	1												
	11								1					
1	4		1											
1		1												
25	81	15	2	5	2	3	4		3	37	27	73.0	10	27.0
2	21							1						
1	1							1						
2	37								1					
1	9								1					
1								1						
1	6						1							
4	5		1											
1	1					1								
7	7			1										
7			1											
1	1	1												
1		1												
4	3	1												
1		1												
2	3							1						
1	3								1					
1	1			1										
33	105	4	2	2	1	2	2	4	2	19	9	47.4	10	52.6
3		1												
3		1								1	1	100.0	-	-
	1	1		1										
	1	1		1						2	2	100.0	-	-

28. Broken arch bar	2166						
29. Probably resulted from the breaking of an arch bar	2227	1	6	6	1		
30. Failure of an arch bar truck	2230	1		11			
31. Failure of a truck side frame	2306	1	1	4		1	
32. Lack of side bearing clearance at the leading end of the car being shoved, combined with a wrong truck side in the leading truck	2229	1	1		1		
TOTAL - DEFECTS IN OR FAILURES OF TRUCKS		32	45	81	15	2	5
(C) Wheels and Axles:							
1. Broken wheel	1459	1	2	21			
2. Broken wheel	1794	1	1	1			
3. Failure of a friction welded axle on the front truck of the forty-seventh car in the freight train	1700	1	2	37			
4. Broken wheel, apparently due to the sticking of the air brakes	1735	1	1	9			
5. Broken wheel, apparently due to overheating	1764	1	1				
6. Broken journal, due to overheating	1845	1	1	6			
7. Burned off journal	1852	1	4	5		1	
8. Broken wheel, apparently due to overheating	1825	1	1	1			
9. Broken journal, due to overheating; the cause of overheating was not ascertained	1992	1		7			1
10. Broken journal	2010	1	4	7		1	
11. Broken wheel	2031	1	1	1	1		
12. Broken journal, due to its having been overheated	2044	1	1		1		
13. Broken wheel	2048	1	4	3	1		
14. Loose wheel	2099	1	1		1		
15. Broken journal, due to overheating	2123	1	1				
16. Broken journal, due to having been overheated	2269	1	2	3			
17. Broken wheel	2291	1	1	3			
18. Broken wheel, apparently caused by overheating	2338	1	1	1			1
TOTAL - DEFECTS IN OR FAILURES OF WHEELS AND AXLES		18	33	105	4	2	2
(D) Hand Brakes, Brake Rigging, and Appurtenances:							
1. Damaged switch resulting from a dragging brake rigging on a previous train contacting and bending the switch tie rods and pulling the switch point away from the stock rail	2378	1	3		1		
TOTAL - DEFECTS IN OR FAILURES OF HAND BRAKES, BRAKE RIGGING, AND APPURTENANCES		1	3		1		
(E) Power Brakes and Appurtenances, Except Air Reservoirs and Pumps on Locomotives:							
1. Failure of the engineer of one of the trains properly to control the speed of his train approaching a meeting point, due either to his failure to begin braking soon enough or to the improper functioning of the brakes	1488	1		1	1		1
TOTAL - DEFECTS IN OR FAILURES OF POWER BRAKES AND APPURTENANCES, EXCEPT AIR RESERVOIRS AND PUMPS ON LOCOMOTIVES		1		1	1		1
(F) Couplers:							
1. Freight train broke in two, due to a low coupler	1399	1	1	2			1
2. Train breaking in two, due to a defective coupler	1504	1		2			
3. Freight train parting between the third and fourth cars, due to a low coupler	1899	1					
4. Train breaking in two between the second and third cars due to the breaking of the coupler knuckle at the rear end of the second car	1905	1		1			1
5. Break in two, due to a defective knuckle, when uncoupling a helper engine from a train in motion	1965	1	2				2

6.	6	1	1											
1	21													
1	4		1											
1		1												
45	81	13	5	5	2	3	4	.	3	37	27	73.6	10	27.04
2	21													
1	1													
2	37													
1	9													
1														
1	6													
4	5		1											
1	1													
1	7													
4	7		1											
1	1		1											
1			1											
4	3		1											
1			1											
1														
2	3													
1	3													
1	1													
33	105	4	2	2	1	2	2	4	2	19	9	47.4	10	52.6
3		1												
3		1								1	1	100.0	-	-
	2	1		1										
	1	1		1						2	2	100.0	-	-
1	2				1									
	2									1				
										1				
2					2									



6	6	1	1											
1	11								1					
1	4		1											
1		1												
45	81	15	5	5	2	3	4		3	37	27	73.0	10	27.0
2	21							1						
1	1							1						
2	37								1					
1	9								1					
1								1						
1	6						1							
4	5		1											
1	1					1								
6	7			1										
4	7		1											
1	1	1												
1		1												
4	3	1												
1		1												
2					1		1							
2	3					3								
1	3							1						
1	1			1										
33	105	4	-2	2	1	2	2	4	2	19	9	27.4	10	52.6
3		1												
3		1								1	1	10.0		-
	1	1		1										
	1	1		1						2	2	100.0	-	-
1	2				1									
	2								1					
									1					
2					2									

	I. C. C. INVESTIGATION NUMBER	NUMBER OF ACCIDENTS	PERSONS		NUMBER VARIOUS LE		
			KILLED	INJURED	40 AND LESS	41 TO 50	51 TO 60
(1)	(2)	(3)	(4)	(5)	(6)	(7)	
<b>II. DEFECTS IN OR FAILURES OF EQUIPMENT:</b>							
<b>(F) Couplers: (Continued)</b>							
6. Freight train breaking in two between the second and third cars on account of a low coupler, this condition being due to truck springs being compressed almost solid, while a contributing cause was the amount of free slack in the couplers.	2026	1		5			
7. Low coupler; a contributing cause was excessive free slack in the draft gears of both of the cars involved	2053	1		1			
8. Break in two of the train due to the failure of a coupler shank	2224	1		2			
9. Freight train parting between the ninth and tenth cars because of a low coupler	2330	1		1			
TOTAL - DEFECTS IN OR FAILURES OF COUPLERS		9	3	14			
<b>(G) Draft Rigging:</b>							
1. Pulling out coupler as result of the coupler key working out	1433	1	4	8	1		
2. Freight train breaking in two between the twenty-fifth and twenty-sixth cars due to a defective coupler yoke	1625	1	1	1			
3. Pulled out coupler	1761	1	4				
4. Pulled out coupler	1768	1		54			
5. Breaking in two between the eighteenth and nineteenth cars due to a defective coupler yoke	1898	1	1				
6. Five cars and a caboose running away after a break in two, which resulted from a defective coupler yoke, and by the further fact that the air brakes were inoperative in this portion of the train because of a defective train pipe at the head end of a locomotive crane, the fifth car from the rear	2023	1	2	5	2		
7. Drawbar being pulled out of the front end of the eighteenth car, due to a broken coupler yoke	2200	1		4			
TOTAL - DEFECTS IN OR FAILURES OF DRAFT RIGGING		7	12	72	3		
<b>(H) Car Bodies and Other Parts of Equipment:</b>							
1. Buckling of a car in the freight train, causing the car ahead of it to foul the adjacent track, where it was struck by the passenger train	1575	1	1	25			
2. Break in two on account of a low coupler and excessive free slack in the draft gears and attachments	2106	1	1	4			
3. Train parting between the ninth and tenth cars in the train on account of a bent carrier iron, low coupler, and excessive free slack in the draft gear of a refrigerator car	2143	1		1			
TOTAL - DEFECTS IN OR FAILURES OF CAR BODIES		3	2	30			
GRAND TOTAL - DEFECTS IN OR FAILURES OF EQUIPMENT		79	108	318	24	11	
<b>III. DEFECTS IN OR IMPROPER MAINTENANCE OF WAY AND STRUCTURES:</b>							
<b>(A) Bridges, Trestles, Culverts and Tunnels:</b>							
1. Collapse of a bridge due to its having been weakened by the derailment of a car in a preceding freight train	1412	1	2	2	1		
2. Collapse of a timber trestle under the train, probably resulting from removal of essential braces while the structure was undergoing extensive repairs	2002	1	5	3	1		
TOTAL - DEFECTS IN BRIDGES, TRETTLES, CULVERTS AND TUNNELS		2	7	5	2		
<b>(B) Rails and Joints:</b>							
1. Broken rail	1539	1	6	65			
2. Broken rail	1738	1	4	38			
	1742	1	2	2	1		

[illegible]



7. Low coupler; a contributing cause was excessive free slack in the draft gears of both of the cars involved	2053	1		1			
8. Break in two of the train due to the failure of a coupler shank	2224	1		2			
9. Freight train parting between the ninth and tenth cars because of a low coupler	2330	1		1			
TOTAL - DEFECTS IN OR FAILURES OF COUPLERS		9	3	14			1
<u>(G) Draft Riggings:</u>							
1. Pulling out coupler as result of the coupler key working out	1433	1	4	8	1		
2. Freight train breaking in two between the twenty-fifth and twenty-sixth cars due to a defective coupler yoke	1625	1	1	1			
3. Pulled out coupler	1761	1	4				
4. Pulled out coupler	1766	1		54			
5. Breaking in two between the eighteenth and nineteenth cars due to a defective coupler yoke	1898	1	1				
6. Five cars and a caboose running away after a break in two, which resulted from a defective coupler yoke, and by the further fact that the air brakes were inoperative in this portion of the train because of a defective train pipe at the head end of a locomotive crane, the fifth car from the rear	2023	1	2	5	2		
7. Drawbar being pulled out of the front end of the eighteenth car, due to a broken coupler yoke	2200	1		4			1
TOTAL - DEFECTS IN OR FAILURES OF DRAFT RIGGING		7	12	72	3		1
<u>(H) Car Bodies and Other Parts of Equipment:</u>							
1. Buckling of a car in the freight train, causing the car ahead of it to foul the adjacent track, where it was struck by the passenger train	1575	1	1	25			
2. Break in two on account of a low coupler and excessive free slack in the draft gears and attachments	2106	1	1	4			
3. Train parting between the ninth and tenth cars in the train on account of a bent carrier iron, low coupler, and excessive free slack in the draft gear of a refrigerator car	2143	1		1			
TOTAL - DEFECTS IN OR FAILURES OF CAR BODIES		3	2	30			
GRAND TOTAL - DEFECTS IN OR FAILURES OF EQUIPMENT		79	108	318	24	11	10
<u>III. DEFECTS IN OR IMPROPER MAINTENANCE OF WAY AND STRUCTURES:</u>							
<u>(A) Bridges, Trestles, Culverts and Tunnels:</u>							
1. Collapse of a bridge due to its having been weakened by the derailment of a car in a preceding freight train	1412	1	2	2	1		
2. Collapse of a timber trestle under the train, probably resulting from removal of essential braces while the structure was undergoing extensive repairs	2002	1	5	3	1		
TOTAL - DEFECTS IN BRIDGES, TRESTLES, CULVERTS AND TUNNELS		2	7	5	2		
<u>(B) Rails and Joints:</u>							
1. Broken rail	1539	1	6	65			
2. Broken rail	1738	1	4	38			1
3. Broken rail	1742	1	2	2	1		
4. Broken rail	1870	1	3	7			1
5. Broken rail	1945	1	1	1		1	
6. Broken rail	1956	1	2		1		
7. Broken rail	1985	1	1	3		1	
8. Broken rail	2082	1	2		1		
9. Broken rail	2176	1	3	7		1	
10. Broken rail	2302	1	1	5	1		
TOTAL - DEFECTS IN RAILS AND JOINTS		10	25	128	4	3	2

5						1							
1								1					
2						1							
1								1					
14			1	3		2		4	10	4	40.0	6	60.0
8	1												
1							1						
54					1			1					
					1								
5	2												
4			1										
72	3		1		2		2		8	4	50.0	4	50.0
25								1					
4						1		1					
1								1					
30						1		3	4	-	-	4	100.0
318	24	11	10	6	9	9	6	15	90	51	56.7	39	43.3
2	1			1									
3	1												
5	2			1					3	3	100.0	-	-
65								1					
38			1										
2	1												
7			1										
1		1											
	1												
3		1											
	1												
7		1											
5	1												
128	4	3	2					1	10	9	90.0	1	10.0

	I. C. C. INVESTIGATION NUMBER	NUMBER OF ACCIDENTS	PERSONS		40 AND LESS	NUMBER OF PERSONS VARIOUS LENGTHS		
			KILLED	INJURED		41 TO 50	51 TO 60	61 TO 70
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	
<b>III. DEFECTS IN OR IMPROPER MAINTENANCE OF WAY AND STRUCTURES:</b>								
<b>(C) Frogs and Switches:</b>								
1. Defective switch	1530	1	1	6	1			
2. A train was allowed to pass over a facing-switch point which was in process of being built up by welding	1857	1		4				
3. Split switch, due to the points opening under the train as the result of a broken connecting rod	1979	1	1	3	1			
4. Cocked or partly-opened switch	2068	1	5	4		1		
TOTAL - DEFECTS IN FROGS AND SWITCHES		4	7	17	2	1		
<b>(D) Interlocking and Block Signal System:</b>								
1. False clear indication of an interlocking signal, and by the failure of the block operator and the lever man to take the required measures to protect movement through the interlocking plant after warning devices had indicated that some part of the plant was not functioning properly	1838	1		6				
2. Proceed signal indication being improperly displayed, due to changes in the signal-control circuits which had been made by a signal maintainer	2118	1	1	3	2			
TOTAL - DEFECTS IN INTERLOCKING AND BLOCK SIGNAL		2	1	9	2			
<b>(E) Miscellaneous:</b>								
1. A track buckling under the train, due to excessive heat and the poor condition of the track	1430	1		16	1			
2. Poor track conditions	1475	1	2	1	1			
3. Poor track conditions	1545	1	1		1			
4. Buckling of the track under the train, due to the hot weather prevailing at the time	1657	1	3	2				
5. Kink in track	1776	1		2				
6. A sun kinked rail	1833	1	1	1			1	
7. Buckling of the track under the train due to the extreme heat prevailing at the time	1844	1	2	10				
8. Believed to have been caused by track conditions which did not provide an adequate margin of safety, and operation of the train probably somewhat in excess of the maximum rate of speed permitted	1983	1	2		1			
9. Defective track which had not been maintained in condition to provide for the safe movement of trains at authorized speed	2011	1	1	2	1			
10. Kinked track and failure to make proper inspection and repairs after the track had been reported as being in damaged condition	2157	1		5		1		
11. Spread track and the high rail of the curve turning over, due to bad track conditions	2160	1	1		1			
12. Irregular track conditions	2169	1	1	1	1			
13. Kinked track	2286	1	2			1		
14. Track kinking under the train, resulting from the movement of the train over tight track which had been disturbed during track repair work	2358	1		3				
15. Kinked track	2361	1	1			1		
TOTAL - MISCELLANEOUS DEFECTS MAINTENANCE OF WAY		15	17	43	7	3	2	
GRAND TOTAL - DEFECTS IN OR IMPROPER MAINTENANCE OF WAY AND STRUCTURES		33	57	202	17	7	4	



INS DAMAGED	40 AND LESS	NUMBER OF FREIGHT TRAINS INVOLVED AS TO VARIOUS LENGTHS IN CARS, EXCLUSIVE OF CABOOSE								TOTAL			
		41 TO 50	51 TO 60	61 TO 70	71 TO 80	81 TO 90	91 TO 100	OVER 100	TOTAL	TO CARS AND LESS		OVER 70 CARS	
		(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	NO. (14)	PER CENT. (15)	NO. (16)	PER CENT. (17)
6	1												
4					1		1						
3	1												
4		1											
17	2	1			1		1		5	3	60.0	2	40.0
6						1							
3	2												
9	2					1			3	2	66.7	1	33.3
16	1												
1	1												
	1												
2													
2					1								
1			1										
10				1									
	1												
2	1												
5		1											
	1												
1	1												
		1											
3					1								
		1											
43	7	3	2	1	2				15	13	86.7	2	13.3
202	17	7	4	2	3	1	1	1	36	30	83.3	6	16.7

	I. C. C. INVESTIGATION NUMBER	NUMBER OF ACCIDENTS	PERSONS		40 AND LESS	41 TO 50	NUMBER VARIOUS
			KILLED	INJURED			
(1)	(2)	(3)	(4)	(5)	(6)	(7)	
<u>IV. MISCELLANEOUS CAUSES:</u>							
<u>(A) Ascertained Causes:</u>							
1. Wing fence of a cattle guard that was lying on track	1395	1	1	2			
2. Automobile being driven upon crossing at grade directly in front of a passenger train which was approaching at high speed	1622	1	11	131	1		
3. Cocked or partly open switch, apparently due to tampering	1665	1	2	1	1		
4. Cocked switch, which had been tampered with by two young boys	1726	1	2	1	1		
5. Cocked or partly opened switch, due to malicious tampering	1732	1		3	1		
6. Cocked or partly opened switch, due to tampering	1795	1	1	3	1		
7. Cocked or partly opened switch	1904	1	1		1		
8. Cocked or partly opened switch	1917	1	1	2			
9. Open switch. (Responsibility not determined)	1724	1	2	2		1	
10. Automobile being driven into the side of the train, for which the driver of the automobile was responsible	1785	1	1	4	1		
11. Large rock having fallen from the side of a cliff, fouling the track	1806	1	1	1			
12. Track spike having been placed on the track by an eight year old boy	1823	1	1	6		1	
13. Rock slide	1872	1	4	2			
14. Land slide	1873	1	2	14			
15. Engine wheels striking one or more pieces of wood on the high rail of a curve	1878	1	1	7		1	
16. Striking cattle on track	1879	1	5		1		
17. Large rock having fallen on track	1881	1	2	1	1		
18. Deep hard packed snow on the west rail of the track	1895	1	1	2	1		
19. Flangeways at a highway crossing being filled with dirt and stones	1653	1	1	4	1		
20. Washout	1523	1	2	3			
21. Washout	1533	1	2	1		1	
22. Washout	1549	1	2		1		
23. Washout	1711	1	2	1			
24. Washout	1824	1	1	1	1		
25. Washout	1906	1	3			1	
26. Washout	1927	1	2	1	1		
27. Washout	1931	1	1	2		1	
28. Washout	1932	1	1	1	1		
29. Earth and rock which had fallen on the track from the side of a rocky cut	1959	1	2		1		
30. Train striking a bull which was on the track	1967	1	3	4	1		
31. Land and rock slide	1972	1	1	2			

[illegible]



1. Wing fence of a cattle guard that was lying on track	1395	1	1	2				
2. Automobile being driven upon crossing at grade directly in front of a passenger train which was approaching at high speed	1622	1	11	1,1	1			
3. Cocked or partly open switch, apparently due to tampering	1665	1	2	1	1			
4. Cocked switch, which had been tampered with by two young boys	1726	1	2	1	1			
5. Cocked or partly opened switch, due to malicious tampering	1732	1		3	1			
6. Cocked or partly opened switch, due to tampering	1795	1	1	3	1			
7. Cocked or partly opened switch	1904	1	1		1			
8. Cocked or partly opened switch	1917	1	1	2				1
9. Open switch. (Responsibility not determined)	1724	1	2	2		1		
10. Automobile being driven into the side of the train, for which the driver of the automobile was responsible	1785	1	1	4	1			
11. Large rock having fallen from the side of a cliff, fouling the track	1806	1	1	1				1
12. Track spikes having been placed on the track by an eight year old boy	1823	1	1	6		1		
13. Rock slide	1872	1	4	2				
14. Land slide	1873	1	2	14				1
15. Engine wheels striking one or more pieces of wood on the high rail of a curve	1878	1	1	7		1		
16. Striking cattle on track	1879	1	5		1			
17. Large rock having fallen on track	1881	1	2	1	1			
18. Deep hard packed snow on the west rail of the track	1895	1	1	2	1			
19. Flangeways at a highway crossing being filled with dirt and stones	1653	1	1	4	1			
20. Washout	1523	1	2	3				1
21. Washout	1533	1	2	1		1		
22. Washout	1549	1	2		1			
23. Washout	1711	1	2	1				1
24. Washout	1824	1	1	1	1			
25. Washout	1906	1	3			1		
26. Washout	1927	1	2	1	1			
27. Washout	1931	1	1	2		1		
28. Washout	1932	1	1	1	1			
29. Earth and rock which had fallen on the track from the side of a rocky cut	1959	1	2		1			
30. Train striking a bull which was on the track	1967	1	3	4	1			
31. Land and rock slide	1972	1	1	2				1
32. Malicious tampering with the track	1984	1	2	1	1			
33. Large rock falling against the roadbed and knocking the track out of alignment	1986	1		4			1	
34. Open switch (Responsibility not determined)	1987	1	2	1	1			
35. Track spikes being placed on the track, one on each rail of a curve	1991	1	3	4				1
36. Run-in of slack of sufficient force, when coupled with the rocking motion of a loaded tank car, to result in that car mounting the outside rail of a curve	1997	1	3	7				
37. Rock slide	2000	1	1	1		1		
38. Irregular track and improper side-bearing clearance of a tank car	2004	1	1		1			
39. Rock slide	2006	1	1	1				1



IV. MISCELLANEOUS CAUSES:	I. C. C. INVESTIGATION NUMBER	NUMBER OF ACCIDENTS	PERSONS		NUMBER OF PERSONS VARIOUS LENGTHS						
			KILLED	INJURED	40 AND LESS	41 TO 50	51 TO 60	61 TO 70			
									(3)	(4)	(5)
(A) Ascertained Causes: (Continued)											
40. Washout	2007	1	3	1							
41. Automobile being driven upon a railroad crossing at grade directly in front of an approaching train	2020	1	2	2							
42. Bridge having been weakened due to high water, to such an extent that it collapsed under the weight of the train	1432	1	4		1						
43. A fill becoming saturated with moisture to such an extent as to result in its giving way under the weight of the engine	2041	1	2	1	1						
44. Condition of the fourteenth car in the train, which permitted the greater weight to be carried on the right side, and allowed an excessive rocking motion of the car when aggravated by irregular track conditions	2050	1		4	1				1		
45. Body of refrigerator car breaking out of the middle of the freight train due to severe slack action and fouling the adjacent track directly in front of an approaching passenger train	2055	1	3	11							
46. Pilot of engine striking a car stake, which apparently resulted in taking enough weight off the engine-truck wheels to allow the left wheel to mount the high rail of a curve	2064	1	1	1						1	
47. Run-in of slack	2069	1	1						1		
48. Motor truck being driven upon a highway grade crossing directly in front of an approaching train	2074	1	3	2	1						
49. Washout	2075	1	1	2	1						
50. Open switch, due to a reinforcing bolt having become lodged between the normally closed switch point and the stock rail in such manner as to make it impossible to close and lock the switch, but permitting the improper display of proceed signal indications	2076	1	1	5					1		
51. Heavy rectangular, metal plate falling off a flat car and rolling under the truck of the following car	2083	1	1	1	1						
52. Piece of iron having been placed on the track by a 12-year old boy	2085	1	1	2							
53. Tank car rocking off the track on a curve, due principally to irregular track conditions	2094	1		3						1	
54. Train running off a derail which had been restored to its normal position by some unknown person	2105	1	1	1	1						
55. Land and rock slide	2109	1	2	3	1						
56. Ice in the flangeways of a highway crossing	2136	1	1	1			1				
57. Block of wood on the high rail of a curve	2194	1	2	1	1						
58. Collapse of a trestle which had been weakened by fire	2193	1	3		1						
59. Rock slide	2197	1	1	2	1						
60. Motor truck being driven upon a highway crossing at grade directly in front of an approaching train	2206	1	1	3	1						
61. Motor truck being driven upon a highway grade crossing directly in front of an approaching train	2207	1	1	4	1						
62. Probably due to a combination of a top-heavy load and a partially bound truck-center casting in the seventeenth car in the train, in conjunction with slight irregularities in the track	2216	1	2		1						
63. Out of cars running away from a yard on a descending grade, due to the car rider falling from the car before a hand brake had been set	2221	1	1	1	1						
64. Excessive rocking motion of the tender, due to the rate of speed and the fact that water in the tank was low, resulting in reduced weight on the rear or leading tender truck	2234	1	1	1	1						
65. Landslide	2239	1	2	3						1	
66. Wheels of a tank car climbing the outside rail of a curve because of excessive side bearing clearance and irregularities in track surface, the car trucks being held rigid due to the brakes being applied when this car approached and entered upon this curve	2242	1	1	1	1						
67. Rock which had fallen upon the track	2258	1	1	2							
68. Excessive speed on a sharp curve, together with insecure track due to lack of ballast	2270	1	1	5				1			
69. Switch being inadvertently left open	2274	1		5				1			



[illegible]

43. A fill becoming saturated with moisture to such an extent as to result in its giving way under the weight of the engine	2041	1	2	1
44. Condition of the fourteenth car in the train, which permitted the greater weight to be carried on the right side, and allowed an excessive rocking motion of the car when aggravated by irregular track conditions	2050	1		4
45. Body of refrigerator car buckling out of the middle of the freight train due to severe slack action and fouling the adjacent track directly in front of an approaching passenger train	2055	1	3	11
46. Pilot of engine striking a car stake, which apparently resulted in taking enough weight off the engine-truck wheels to allow the left wheel to mount the high rail of a curve	2064	1	1	1
47. Run-in of slack	2069	1	1	
48. Motor truck being driven upon a highway grade crossing directly in front of an approaching train	2074	1	3	2
49. Washout	2075	1	1	2
50. Open switch, due to a reinforcing bolt having become lodged between the normally closed switch point and the stock rail in such manner as to make it impossible to close and lock the switch, but permitting the improper display of proceed-signal indications	2076	1	1	5
51. Heavy rectangular, metal plate falling off a flat car and rolling under the truck of the following car	2083	1	1	1
52. Piece of iron having been placed on the track by a 12-year old boy	2085	1	1	2
53. Tank car rocking off the track on a curve, due principally to irregular track conditions	2094	1		3
54. Train running off a derail which had been restored to its normal position by some unknown person	2105	1	1	1
55. Land and rock slide	2109	1	2	3
56. Ice in the flangeways of a highway crossing	2136	1	1	1
57. Block of wood on the high rail of a curve	2194	1	2	1
58. Collapse of a trestle which had been weakened by fire	2193	1	3	
59. Rock slide	2197	1	1	2
60. Motor truck being driven upon a highway crossing at grade directly in front of an approaching train	2206	1	1	3
61. Motor truck being driven upon a highway grade crossing directly in front of an approaching train	2207	1	1	4
62. Probably due to a combination of a top-heavy load and a partially bound truck-center casting in the seventeenth car in the train, in conjunction with slight irregularities in the track	2216	1	2	
63. Out of cars running away from a yard on a descending grade, due to the car rider falling from the car before a hand brake had been set	2221	1	1	1
64. Excessive rocking motion of the tender, due to the rate of speed and the fact that water in the tank was low, resulting in reduced weight on the rear or leading tender truck	2234	1	1	1
65. Landslide	2239	1	2	3
66. Wheels of a tank car striking the outside rail of a curve because of excessive side bearing clearance and irregularities in track surface, the car trucks being held rigid due to the brakes being applied when this car approached and entered upon this curve	2242	1	1	1
67. Rock which had fallen upon the track	2258	1	1	2
68. Excessive speed on a sharp curve, together with insecure track due to lack of ballast	2270	1	1	5
69. Switch being inadvertently left open	2274	1		5
70. Collapse of bridge due to its having been broken and weakened by the drifting wreckage of a highway bridge located about 7 miles upstream, which had been washed out by flood water	2275	1	2	1
71. Deposit of dirt upon the tracks at a road crossing, due to heavy rainfall	2295	1	3	1
72. Heavy run-in of slack due to a sudden stop following a heavy service brake-pipe reduction	2310	1		5
73. Failure of the couplers between the forty-sixth and forty-seventh cars to couple properly when the train was assembled	2314	1		1
74. School bus being driven upon a highway grade crossing directly in front of an approaching train	2315	1	24	15

[illegible]



	I. C. C. INVESTIGATION NUMBER	NUMBER OF ACCIDENTS	PERSONS		NUMBER OF FREIGHT TRAINS INVOLVED VARIOUS LENGTHS IN CARS, EXCLUSIVE OF						
			KILLED	INJURED	40 AND LESS	41 TO 50	51 TO 60	61 TO 70	71 TO 80	81 TO 90	91 TO 100
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
<b>IV. MISCELLANEOUS CAUSES:</b>											
<b>(A) Ascertained Causes: (Continued)</b>											
75. Extra 3342 parting between the thirty-ninth and fortieth cars, owing primarily to a low coupler and a contributing factor of free slack in the draft gear, and the collision of the two portions of the train which resulted in the train buckling and fouling an adjacent track where it was struck by a passenger train	2316	1		6							
76. Train striking a rock which had fallen upon the track	2319	1	1	6				1			
77. Train striking rocks which had fallen upon the track	2325	1	3	1							
78. Striking a rock on the track, simultaneously with which the engine and tender were struck by a land slide	2327	1	1	1	1						
79. Collapse of a wooden bridge, which had been weakened by two bents being broken off and forced from under it, because of pressure exerted by debris and highwater	2331	1		2	1						
80. Engine-truck wheels being raised sufficiently for the flanges to pass over the rail, because of ice in the flangeways and along the rails adjacent to a plank road crossing	2334	1	1	1	1						
81. Rock and shale slide	2344	1	1	1		1					
82. Gasoline tank truck being driven upon a railroad crossing at grade immediately in front of an approaching train	2349	1	4						1		
83. Gasoline tank truck being driven upon a railroad crossing at grade directly in front of an approaching train	2350	1	1	3	1						
84. Washout	2354	1	2			1					
85. Washout	2367	1	1	2							
86. Train striking large rocks	2368	1	3				1				
87. Engine truck wheel striking a spike which had been placed on top of the high rail of a curve	2385	1	2	1							
<b>TOTAL - MISCELLANEOUS CAUSES - ASCERTAINED CAUSES</b>		<b>87</b>	<b>168</b>	<b>336</b>	<b>42</b>	<b>13</b>	<b>9</b>	<b>11</b>	<b>4</b>	<b>3</b>	<b>1</b>
<b>(B) Unascertained Causes:</b>											
1. Not definitely ascertained (derailment of pump-truck wheels of engine)	1703	1	1	3				1			
2. Not definitely ascertained (side collision)	1734	1	1	2						2	
3. Not definitely ascertained (derailment of engine)	1779	1	1	2			1				
4. Not definitely ascertained (derailment of cars)	1836	1	4						1		
5. Not definitely ascertained (derailment of cars)	1837	1	2	9						1	
6. Not definitely determined (side collision)	1750	1	3	14	1						
7. Not definitely determined (derailment of engine)	1913	1	1	1					1		
8. Not definitely determined (derailment of engine and cars)	1920	1	2	1				1			
9. Not definitely determined (derailment of engine and cars)	2070	1	3	4	1						
10. Not definitely determined (derailment of cars)	2095	1	5					1			
11. Not definitely determined; it was believed, however, to have been due to a broken rail (derailment of 2 engines and 25 cars)	2156	1	1	1					1		
12. Not definitely determined, but it was thought that some part of the brake rigging on the twenty-ninth car broke and fell across the north main track rail and acted as a derail (derailment of cars)	2180	1		1		1					
13. Not definitely ascertained (derailment of cars)	2181	1	1			1					

ONES INVOLVED (4)	NUMBER OF FREIGHT TRAINS INVOLVED AS TO VARIOUS LENGTHS IN CARS, EXCLUSIVE OF CARBOOSE									TOTAL			
	40 AND LESS	41 TO 50	51 TO 60	61 TO 70	71 TO 80	81 TO 90	91 TO 100	OVER 100	TOTAL	TO CARS AND LESS		OVER TO CARS	
	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	NO. (14)	PER CENT. (15)	NO. (16)	PER CENT. (17)
6								1					
6				1									
1								1					
1	1												
2	1												
1	1												
1		1											
3	1				1								
		1											
2								1					
1			1										
1				1									
336	42	13	9	11	4	3	1	5	88	75	85.2	13	14.8
3				1									
2						2							
2			1										
9					1								
14	1					1							
1					2								
1				1									
4	1												
1				1									
1					1								
1		1											
1		1											
5	1												
43	3	2	1	3	3	3			15	9	60.0	6	40.0

CARS INJURED	NUMBER OF FREIGHT TRAINS INVOLVED AS TO VARIOUS LENGTHS IN CARS, EXCLUSIVE OF CARBOOSE									TOTAL			
	40 AND LESS	41 TO 50	51 TO 60	61 TO 70	71 TO 80	81 TO 90	91 TO 100	OVER 100	TOTAL	TO CARS AND LESS		OVER TO CARS	
										NO.	PER CENT.	NO.	PER CENT.
(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)
6								1					
6				1									
1								1					
1	1												
2	1												
1	1												
1		1											
3	1				1								
		1											
2								1					
			1										
1				1									
336	42	13	9	11	4	3	1	5	88	75	85.2	13	14.8
3				1									
2						2							
2			1										
					1								
9						1							
14	1												
1					1								
1				1									
4	1												
				1									
1					1								
1		1											
		1											
5	1												
43	3	2	1	3	1	3			15	9	60.0	6	40.0
379	45	15	10	14	7	6	1	5	103	84	81.5	19	18.5



#### IV. MISCELLANEOUS CAUSES:

##### (A) Ascertained Causes: (Continued)

75. Extra 3342 parting between the thirty-ninth and fortieth cars, owing primarily to a low coupler and a contributing factor of free slack in the draft gear, and the collision of the two portions of the train which resulted in the train buckling and fouling an adjacent track where it was struck by a passenger train
76. Train striking a rock which had fallen upon the track
77. Train striking rocks which had fallen upon the track
78. Striking a rock on the track, simultaneously with which the engine and tender were struck by a land slide
79. Collapse of a wooden bridge, which had been weakened by two bents being broken off and forced from under it, because of pressure exerted by debris and highwater
80. Engine-truck wheels being raised sufficiently for the flanges to pass over the rail, because of ice in the flangeways and along the rails adjacent to a plank road crossing
81. Rock and shale slide
82. Gasoline tank truck being driven upon a railroad crossing at grade immediately in front of an approaching train
83. Gasoline tank truck being driven upon a railroad crossing at grade directly in front of an approaching train
84. Washout
85. Washout
86. Train striking large rocks
87. Engine truck wheel striking a spike which had been placed on top of the high rail of a curve

2316	1		6						
2319	1	1	6					1	
2325	1	3	1						
2327	1	1	1	1					
2331	1		2	1					
2334	1	1	1	1					
2344	1	1	1		1				
2349	1	4							1
2350	1	1	3	1					
2354	1	2			1				
2367	1	1	2						
2368	1	3					1		
2385	1	2	1					1	

##### TOTAL - MISCELLANEOUS CAUSES - ASCERTAINED CAUSES

87 168 336 42 13 9 11 4

##### (B) Unascertained Causes:

1. Not definitely ascertained (derailment of pump-truck wheels of engine)
2. Not definitely ascertained (side collision)
3. Not definitely ascertained (derailment of engine)
4. Not definitely ascertained (derailment of cars)
5. Not definitely ascertained (derailment of cars)
6. Not definitely determined (side collision)
7. Not definitely determined (derailment of engine)
8. Not definitely determined (derailment of engine and cars)
9. Not definitely determined (derailment of engine and cars)
10. Not definitely determined (derailment of cars)
11. Not definitely determined; it was believed, however, to have been due to a broken rail (derailment of 2 engines and 25 cars)
12. Not definitely determined, but it was thought that some part of the brake rigging on the twenty-ninth car broke and fell across the north main track rail and acted as a derail (derailment of cars)
13. Not definitely ascertained (derailment of cars)
14. Not definitely determined (derailment of cars)

1703	1	1	3					1	
1734	1	1	2						
1779	1	1	2				1		
1836	1	4							1
1837	1	2	9						
1750	1	3	14	1					
1913	1	1	1						1
1920	1	2	1					1	
2070	1	3	4	1					
2095	1	5						1	
2156	1	1	1						1
2180	1		1		1				
2181	1	1			1				
2186	1	3	5	1					

##### TOTAL - MISCELLANEOUS CAUSES - UNASCERTAINED CAUSES

14 28 43 3 2 1 3 3

##### GRAND TOTAL - MISCELLANEOUS CAUSES

101 196 379 45 15 10 14 7

##### GRAND TOTAL - ALL ACCIDENTS INVESTIGATED, ROAD FREIGHT TRAINS - ALL CAUSES

561 751 3 327 344 86 69 75 50

6								1					
6				1									
1								1					
1	1												
2	1												
1	1												
1		1											
3	1				1								
2		1											
1			1					1					
336	42	13	9	11	4	3	1	5	88	75	85.2	13	14.8
3				1									
2						2							
2			1		1								
9						1							
14	1												
1					1								
1				1									
4	1												
1				1									
1					1								
1		1											
5	1	1											
43	3	2	1	3	3	3			15	9	60.0	6	40.0
379	45	15	10	14	7	6	1	5	203	84	81.5	19	18.5
3 327	344	86	69	75	50	38	20	43	728	574	78.8	154	21.2



INDEX OF  
INTERSTATE COMMERCE COMMISSION, BUREAU OF SAFETY,  
ACCIDENT INVESTIGATION REPORTS,  
YEARS 1928 TO 1939, INCLUSIVE

QUARTERLY SUMMARY NUMBER	INVESTIGATION NUMBER	NAME OF CARRIER	LOCATION	DATE	QUARTERLY SUMMARY NUMBER	INVESTIGATION NUMBER	NAME OF CARRIER
(1)	(2)	(3)	(4)	(5)	(1)	(2)	(3)
35	1395	Missouri Pacific Railroad,	Lake View, Ark.,	January 27, 1928	41	1534	Delaware & Hudson Co.,
35	1399	Southern Railway,	Flippin, Ga.,	February 15, 1928	41	1536	Chicago, Burlington & Quincy Railroad,
35	1400	Cleveland Southwestern Railway & Light Co.	Brook, Ohio,	February 19, 1928	41	1539	Erie Railroad
35	1402	Erie Railroad,	Black Rock, N.Y.,	February 25, 1928	41	1540	Chesapeake & Ohio Railway,
35	1406	New York, Chicago & St. Louis Railroad,	Tipton, Ind.,	March 12, 1928	41	1541	Central Railroad of New Jersey,
35	1409	Pennsylvania Railroad,	Marsh Run, Pa.,	March 16, 1928	41	1544	Pennsylvania Railroad,
35	1410	Chicago, Burlington & Quincy Railroad,	St. Paul, Minn.,	March 23, 1928	41	1545	Lakhigh Valley Railroad,
35	1411	Union Pacific Railroad,	Loring, Kans.,	March 28, 1928	41	1549	Tombagh & Tidewater Railroad,
35	1412	St. Louis-San Francisco Railway,	Rush, Mo.,	March 29, 1928	41	1551	Chicago, Milwaukee, St. Paul & Pacific Railroad,
36	1396	Boston & Maine Railroad,	Baltesh, N.H.,	February 13, 1928	41	1555	Grand Trunk Western Railway,
36	1414	Reading Company,	Sunbury, Pa.,	April 9, 1928	41	1577	Port Wayne-Lima Railroad,
36	1416	Baltimore & Ohio Railroad,	Rard, W. Va.,	May 6, 1928	41	1558	Pennsylvania Railroad,
36	1419	Pennsylvania Railroad,	Johnstown, Pa.,	May 20, 1928	41	1560	Boston & Maine Railroad,
36	1421	Pennsylvania Railroad,	Barberton, Ohio,	May 28, 1928	41	1562	Northern Pacific Railway,
36	1426	New York, Chicago & St. Louis Railroad,	Summitville, Pa.,	June 13, 1928	41	1563	Delaware, Lackawanna & Western Railroad,
37	1404	New York Central Railroad,	Watkins Glen, N.Y.,	March 11, 1928	41	1564	Oregon Short Line Railroad, Union Pacific System,
37	1430	Grand Trunk Western Railway,	Flushing, Mich.,	July 8, 1928	41	1566	Pere Marquette Railway,
37	1432	Wabash Railway,	Miscola, Iowa,	July 20, 1928	42	1568	Pennsylvania Railroad,
37	1433	Boston & Maine Railroad,	Farmington, N.H.,	July 22, 1928	42	1571	Boston & Maine Railroad,
37	1436	Wabash Railway,	Valley City, Ill.,	August 3, 1928	42	1575	Pennsylvania Railroad,
37	1438	Piedmont & Northern Railway,	Summerville, S.C.,	August 11, 1928	42	1576	New York, Chicago & St. Louis Railroad,
37	1439	Missouri Pacific Railroad,	Waring, Kans.,	August 20, 1928	42	1577	Missouri Pacific Railroad,
37	1441	Rocking Valley Railway,	Cummings, Ohio,	August 26, 1928	42	1578	Chicago Great Western Railroad,
37	1442	Texas & Pacific Railway,	Chambersville, La.,	September 1, 1928	42	1580	Fort Worth & Denver City Railway,
38	1447	Chicago & North Western Railway,	Crockett, Mo.,	October 22, 1928	42	1581	Missouri-Kansas-Texas Railroad,
38	1448	Missouri Pacific Railroad,	Mapleville, Ark.,	October 23, 1928	42	1582	Warfolk & Western Railway,
38	1449	Union Pacific Railroad,	Green River, Wyo.,	October 24, 1928	42	1590	Baltimore & Ohio Railroad and Chicago, Indianapolis & Louisville Railra
38	1454	Gulf, Colorado & Santa Fe Railway,	Texas City Junction, Tex.	November 7, 1928	42	1591	Central Railroad of New Jersey,
38	1457	Norfolk & Western Railway,	Pries Junction, Va.,	November 16, 1928	42	1592	Colorado & Southern Railway,
38	1462	Fort Worth & Denver City Railway,	Twist, Tex.,	December 9, 1928	42	1593	Chicago, St. Paul, Minneapolis & Omaha Railway,
38	1463	Missouri Pacific Railroad,	LaRussell, Mo.,	December 13, 1928	42	1596	Lakhigh Valley Railroad,
38	1465	Texas & Mississippi Valley Railroad,	Howard, Miss.,	December 22, 1928	42	1597	Chicago & North Western Railway,
39	1459	Baltimore & Ohio Railroad,	Engle, W. Va.,	November 25, 1928	42	1599	St. Louis Southwestern Railway Company of Texas,
39	1468	Elgin, Joliet & Eastern Railway,	Matteson, Ill.,	January 1, 1929	42	1600	Toledo, Peoria & Western Railroad,
39	1469	Baltimore & Ohio Railroad,	East St. Louis, Ill.,	January 6, 1929	43	1605	Chicago & Eastern Illinois Railway,
39	1473	Oregon-Washington Railroad & Navigation Co., Union Pacific System,	Freemantle's Slough, Wash.,	January 11, 1929	43	1606	Northern Pacific Railway,
39	1475	Pere Marquette Railway,	Pawick, Mich.,	January 16, 1929	43	1608	Baltimore & Ohio Railroad,
39	1476	Detroit, Toledo & Ironston Railroad,	Denver, Ohio,	January 17, 1929	43	1610	New York Central Railroad,
39	1477	Pennsylvania Railroad,	Short Lane, Md.,	January 17, 1929	43	1611	Erie Railroad,
39	1478	Clinchfield Railroad,	Chastee, Tenn.,	January 21, 1929	43	1612	Cincinnati, New Orleans & Texas Pacific Railway, Southern Railway System
39	1479	Southern Railway System,	Landis, N.C.,	January 21, 1929	43	1614	Erie Railroad,
39	1480	Seaboard Air Line Railway,	Malaga, Ga.,	January 22, 1929	43	1616	Illinois Central Railroad,
39	1482	Illinois Central Railroad,	Mounds, Ill.,	January 22, 1929	43	1619	St. Louis-Southwestern Railway,
39	1486	Louisville, Henderson & St. Louis Railway,	Seaper, Ky.,	February 1, 1929	43	1621	New York, Chicago & St. Louis Railroad,
39	1488	Baltimore & Ohio Railroad,	Willow Valley, Ind.,	February 8, 1929	43	1622	Chicago, North Shore and Milwaukee Railroad,
39	1492	New York, New Haven & Hartford Railroad,	Fall River, Mass.,	February 14, 1929	43	1624	Baltimore & Ohio Railroad,
39	1493	Illinois Central Railroad,	Newton, Ill.,	February 16, 1929	43	1625	Erie Railroad,
39	1494	Toledo, Peoria & Western Railroad,	Greeds, Ill.,	February 18, 1929	43	1629	Pennsylvania Railroad,
39	1498	Mobile & Ohio Railroad,	Shuboldt, Tenn.,	February 20, 1929	44	1632	Chicago & North Western Railway,
39	1501	Northwestern Pacific Railroad,	Largo, Calif.,	February 28, 1929	44	1633	Nashville, Chattanooga & St. Louis Railway,
39	1504	Atchafalpa, Topoka & Santa Fe Railway,	Sibley, Mo.,	March 2, 1929	44	1634	The Reading Company,
39	1506	Pennsylvania Railroad,	South Fork, Pa.,	March 5, 1929	44	1635	Florida East Coast Railway,
39	1507	Chicago, Rock Island & Pacific Railway,	Freeburg, Mo.,	March 7, 1929	44	1636	Boston & Maine Railroad,
39	1509	Chicago, Burlington & Quincy Railroad,	Rome, Iowa,	March 16, 1929	44	1639	Lakhigh Valley Railroad,
39	1510	Missouri Pacific Railroad,	Barton Crossing, Ark.,	March 18, 1929	44	1642	St. Louis Southwestern Railway of Texas,
39	1512	Clinchfield Railroad,	Thermal, N.C.,	March 24, 1929	44	1643	Chicago, Rock Island & Pacific Railway,
39	1513	New York, Chicago & St. Louis Railroad,	Edwardsville, Ill.,	March 26, 1929	44	1645	Chicago, St. Paul, Minneapolis & Omaha Railroad,



NAME OF CARRIER (3)	LOCATION (4)	DATE (5)
Incy Railroad,	Madison Falls, N.Y.,	July 4, 1929
	Millington, Ill.,	July 6, 1929
	Corning, N.Y.,	July 11, 1929
	Harvey, W. Va.,	July 11, 1929
Jersey,	Lanoka Harbor, N.J.,	July 13, 1929
	Hillside, Pa.,	July 15, 1929
road,	Lattimer Junction, Pa.	July 16, 1929
	Soda, Calif.,	August 5, 1929
Paul & Pacific Railroad,	Wadsworth, Ill.	August 9, 1929
way,	Morris, Mich.,	August 18, 1929
	Middlepoint, Ohio,	August 21, 1929
	Mayalta, Pa.,	August 26, 1929
Eastern Railroad,	Shawneetown, Mass.,	September 14, 1929
ad, Union Pacific System,	Sartell, Minn.,	September 15, 1929
	Greendale, N.J.,	September 17, 1929
	Wagget, Wyo.,	September 22, 1929
	Potosky, Mich.,	September 27, 1929
	Portage, Pa.,	October 9, 1929
	Mahor, N.H.,	October 16, 1929
	Iron Hill, Md.,	October 25, 1929
Louis Railroad,	Dean, Pa.,	October 25, 1929
d,	Collinston, La.,	October 27, 1929
ilroad,	West Platte, Mo.,	October 28, 1929
Railway,	Memphis, Tex.,	October 30, 1929
ilroad,	Sevenburg, Kans.,	October 31, 1929
	Lick Branch, W. Va.,	November 1, 1929
	Roschdale, Ind.,	November 15, 1929
	Treichler, Pa.,	November 23, 1929
way,	Garcia, N. Mex.,	November 24, 1929
apolis & Omaha Railway,	Sibley, Iowa,	November 30, 1929
	Manch Chunk, Pa.,	December 2, 1929
Railway,	Pecatonica, Ill.,	December 2, 1929
ailway Company of Texas,	Pittsburg, Tex.,	December 13, 1929
Railroad,	Forrest, Ill.,	December 21, 1929
is Railway,	Sidell Junction, Ill.,	January 7, 1930
	Lookout, Mont.,	January 16, 1930
d,	Brunswick, Md.,	January 18, 1930
d,	Syracuse Junction, N.Y.,	January 19, 1930
	Larsons, N.Y.,	January 20, 1930
& Texas Pacific Railway, Southern Railway System,	High Bridge, Ky.,	January 20, 1930
	Wheatland, Pa.,	January 22, 1930
	Woomung, Ill.,	January 23, 1930
ailway,	Idalia, Mo.,	January 30, 1930
Louis Railroad,	Edwardsville, Ill.,	February 14, 1930
Milwaukee Railroad,	Kenosha, Wis.,	February 23, 1930
d,	Altamont, Md.,	March 2, 1930
	Frederon, Ohio,	March 4, 1930
	Frankford, Pa.,	March 28, 1930
Railway,	Janesville, Wis.,	April 25, 1930
St. Louis Railw	Bell Buckle, Tenn.,	April 26, 1930
ay,	Werkle, Pa.,	April 29, 1930
	Bunnell, Fla.,	May 3, 1930
ailway of Texas,	North Chelmsford, Mass.,	May 9, 1930
acific Railway,	Deer Creek Junction, Pa.,	May 18, 1930
	Naples, Tex.,	May 20, 1930
	Beckett, Okla.,	May 27, 1930

35	1406	New York, Chicago & St. Louis Railroad,	Tipton, Ind.,	March 12, 1928	41	1541	Central Railroad of New Jersey,
35	1409	Pennsylvania Railroad,	Marsh Run, Pa.,	March 16, 1928	41	1544	Pennsylvania Railroad,
35	1410	Chicago, Burlington & Quincy Railroad,	St. Paul, Minn.,	March 23, 1928	41	1545	Lehigh Valley Railroad,
35	1411	Union Pacific Railroad,	Loring, Kans.,	March 28, 1928	41	1549	Tonopah & Tidewater Railroad,
35	1412	St. Louis-San Francisco Railway,	Nash, Mo.,	March 29, 1928	41	1551	Chicago, Milwaukee, St. Paul & Pacific
36	1396	Boston & Maine Railroad,	Bellech, N.H.,	February 13, 1928	41	1555	Grand Trunk Western Railway,
36	1414	Reading Company,	Bumby, Pa.,	April 9, 1928	41	1557	Fort Wayne-Lima Railroad,
36	1416	Baltimore & Ohio Railroad,	Bard, W. Va.,	May 6, 1928	41	1558	Pennsylvania Railroad,
36	1419	Pennsylvania Railroad,	Johnstown, Pa.,	May 20, 1928	41	1560	Boston & Maine Railroad,
36	1421	Pennsylvania Railroad,	Barberton, Ohio,	May 28, 1928	41	1562	Northern Pacific Railway,
36	1426	New York, Chicago & St. Louis Railroad,	Somersville, Pa.,	June 13, 1928	41	1563	Delaware, Lackawanna & Western Railroad,
37	1404	New York Central Railroad,	Watkins Glenn, N.Y.,	March 11, 1928	41	1564	Oregon Short Line Railroad, Union Pac.
37	1430	Grand Trunk Western Railway,	Flushing, Mich.,	July 8, 1928	41	1566	Pere Marquette Railway,
37	1432	Webash Railway,	Mincola, Iowa,	July 20, 1928	42	1568	Pennsylvania Railroad,
37	1433	Boston & Maine Railroad,	Farmington, N.H.,	July 22, 1928	42	1571	Boston & Maine Railroad,
37	1436	Webash Railway,	Valley City, Ill.,	August 3, 1928	42	1575	Pennsylvania Railroad,
37	1438	Piedmont & Northern Railway,	Buncombe, S.C.,	August 11, 1928	42	1576	New York, Chicago & St. Louis Railroad,
37	1439	Missouri Pacific Railroad,	Waring, Kans.,	August 20, 1928	42	1577	Missouri Pacific Railroad,
37	1441	Hocking Valley Railway,	Cummings, Ohio,	August 26, 1928	42	1578	Chicago Great Western Railroad,
37	1442	Texas & Pacific Railway,	Cheneyville, La.,	September 1, 1928	42	1580	Fort Worth & Denver City Railway,
38	1447	Chicago & North Western Railway,	Crocketon, Neb.,	October 22, 1928	42	1581	Missouri-Kansas-Texas Railroad,
38	1448	Missouri Pacific Railroad,	Knottville, Ark.,	October 23, 1928	42	1582	Norfolk & Western Railway,
38	1449	Union Pacific Railroad,	Green River, Wyo.,	October 24, 1928	42	1590	Baltimore & Ohio Railroad and Chicago,
38	1454	Gulf, Colorado & Santa Fe Railway,	Texas City Junction, Tex.	November 7, 1928	42	1591	Central Railroad of New Jersey,
38	1457	Norfolk & Western Railway,	Fries Junction, Va.,	November 16, 1928	42	1592	Colorado & Southern Railway,
38	1462	Fort Worth & Denver City Railway,	Twist, Tex.,	December 9, 1928	42	1593	Chicago, St. Paul, Minneapolis & Omaha
38	1463	Missouri Pacific Railroad,	Leffersall, Mo.,	December 13, 1928	42	1596	Lehigh Valley Railroad,
38	1465	Iasco & Mississippi Valley Railroad,	Howard, Miss.,	December 22, 1928	42	1597	Chicago & North Western Railway,
39	1459	Baltimore & Ohio Railroad,	Engle, W. Va.,	November 25, 1928	42	1599	St. Louis Southwestern Railway Company
39	1468	Elgin, Joliet & Eastern Railway,	Matteson, Ill.,	January 1, 1929	42	1600	Toledo, Peoria & Western Railroad,
39	1469	Baltimore & Ohio Railroad,	East St. Louis, Ill.,	January 6, 1929	43	1603	Chicago & Eastern Illinois Railway,
39	1473	Oregon-Washington Railroad & Navigation Co., Union Pacific System,	Preacher's Slough, Wash.,	January 11, 1929	43	1606	Northern Pacific Railway,
39	1475	Pere Marquette Railway,	Pawick, Mich.,	January 16, 1929	43	1608	Baltimore & Ohio Railroad,
39	1476	Detroit, Toledo & Ironton Railroad,	Denver, Ohio,	January 17, 1929	43	1610	New York Central Railroad,
39	1477	Pennsylvania Railroad,	Short Lane, Md.,	January 17, 1929	43	1611	Erie Railroad,
39	1478	Clinchfield Railroad,	Chestoe, Tenn.,	January 21, 1929	43	1612	Cincinnati, New Orleans & Texas Pacific
39	1479	Southern Railway System,	Landis, N.C.,	January 21, 1929	43	1614	Erie Railroad,
39	1480	Seaboard Air Line Railway,	Salena, Ga.,	January 22, 1929	43	1616	Illinois Central Railroad,
39	1482	Illinois Central Railroad,	Mounds, Ill.,	January 22, 1929	43	1619	St. Louis-Southwestern Railway,
39	1486	Louisville, Henderson & St. Louis Railway,	Seaper, Ky.,	February 1, 1929	43	1621	New York, Chicago & St. Louis Railroad,
39	1488	Baltimore & Ohio Railroad,	Willow Valley, Ind.,	February 8, 1929	43	1622	Chicago, North Shore and Milwaukee Rail
39	1492	New York, New Haven & Hartford Railroad,	Pall River, Mass.,	February 14, 1929	43	1624	Baltimore & Ohio Railroad,
39	1493	Illinois Central Railroad,	Newton, Ill.,	February 16, 1929	43	1625	Erie Railroad,
39	1494	Toledo, Peoria & Western Railroad,	Breeds, Ill.,	February 18, 1929	43	1629	Pennsylvania Railroad,
39	1498	Mobile & Ohio Railroad,	Rusholt, Tenn.,	February 20, 1929	44	1632	Chicago & North Western Railway,
39	1501	Northwestern Pacific Railroad,	Largo, Calif.,	February 28, 1929	44	1633	Nashville, Chattanooga & St. Louis Rail
39	1504	Atchafalpa, Topoka & Santa Fe Railway,	Sibley, Mo.,	March 2, 1929	44	1634	The Reading Company,
39	1506	Pennsylvania Railroad,	South Fork, Pa.,	March 5, 1929	44	1635	Florida East Coast Railway,
39	1507	Chicago, Rock Island & Pacific Railway,	Freeburg, Mo.,	March 7, 1929	44	1636	Boston & Maine Railroad,
39	1509	Chicago, Burlington & Quincy Railroad,	Rome, Iowa,	March 16, 1929	44	1639	Lehigh Valley Railroad,
39	1510	Missouri Pacific Railroad,	Barton Crossing, Ark.,	March 18, 1929	44	1642	St. Louis Southwestern Railway of Texas
39	1512	Clinchfield Railroad,	Thermal, N.C.,	March 24, 1929	44	1643	Chicago, Rock Island & Pacific Railway,
39	1513	New York, Chicago & St. Louis Railroad,	Edwardsville, Ill.,	March 26, 1929	44	1645	Chicago, St. Paul, Minneapolis & Omaha
40	1515	Texas and Pacific Railway,	Denton, Tex.,	April 3, 1929	45	1649	Erie Railroad,
40	1516	Chicago, Rock Island & Pacific Railway,	Argon, Iowa,	April 4, 1929	45	1650	Chicago & Erie Railroad,
40	1517	New York Central Railroad,	Stanley, Ohio,	April 6, 1929	45	1652	Texas and New Orleans Railroad, Southern
40	1518	Missouri Pacific Railroad,	Kanova, Ark.,	April 10, 1929	45	1653	Yadkin Railroad,
40	1520	Buffalo, Rochester and Pittsburgh Railway,	West Falls, N.Y.,	April 22, 1929	45	1654	Union Pacific Railroad,
40	1523	Lehigh Valley Railroad,	Owego, N.Y.,	May 3, 1929	45	1656	St. Louis Southwestern Railway,
40	1527	Northern Pacific Railway,	Spokane, Wash.,	May 17, 1929	45	1657	Chicago, Rock Island & Pacific Railway,
40	1529	East Michigan Railway,	Ortonville, Mich.,	June 2, 1929	45	1659	Pennsylvania Railroad,
40	1530	New Orleans Great Northern Railroad,	Bogalusa, La.,	June 15, 1929	45	1663	Chicago, Rock Island & Pacific Railway,
41	1531	Western Pacific Railroad,	Nilagarden, Calif.,	July 1, 1929	45	1664	Chicago, Rock Island & Gulf Railway,
41	1533	Ann Arbor Railroad,	Panama, Mich.,	July 4, 1929	45	1665	Michigan Central Railroad,

Jersey,	Lenoxa Harbor, N.J.,	July 13, 1929
road,	Hillsdale, Pa.,	July 15, 1929
Paul & Pacific Railroad,	Lattimer Junction, Pa.	July 16, 1929
way,	Soda, Calif.,	August 5, 1929
Eastern Railroad,	Wadsworth, Ill.	August 9, 1929
ad, Union Pacific System,	Morrice, Mich.,	August 18, 1929
	Middlepoint, Ohio,	August 21, 1929
	Royalton, Pa.,	August 26, 1929
	Shawsheen, Mass.,	September 14, 1929
	Sartall, Minn.,	September 15, 1929
	Greendell, N.J.,	September 17, 1929
	Nugget, Wyo.,	September 22, 1929
	Petoahay, Mich.,	September 27, 1929
	Portage, Pa.,	October 9, 1929
	Nabor, N.H.,	October 16, 1929
	Iron Hill, Md.,	October 25, 1929
Louis Railroad,	Dean, Pa.,	October 25, 1929
d,	Collinston, La.,	October 27, 1929
ilroad,	West Platte, Mo.,	October 28, 1929
Railway,	Memphis, Tex.,	October 30, 1929
ilroad,	Sevonburg, Kans.,	October 31, 1929
J,	Liek Branch, W. Va.,	November 1, 1929
d and Chicago, Indianapolis & Louisville Railway,	Roachdale, Ind.,	November 15, 1929
Jersey,	Treichler, Pa.,	November 23, 1929
way,	Garcia, N. Mex.,	November 24, 1929
apolis & Omaha Railway,	Sibley, Iowa,	November 30, 1929
	Manch Chunk, Pa.,	December 2, 1929
Railway,	Pecatonica, Ill.,	December 2, 1929
ilway Company of Texas,	Pittsburg, Tex.,	December 13, 1929
Railroad,	Forrest, Ill.,	December 21, 1929
is Railway,	Sidell Junction, Ill.,	January 7, 1930
,	Lookout, Mont.,	January 16, 1930
d,	Brunswick, Md.,	January 18, 1930
d,	Syracuse Junction, N.Y.,	January 19, 1930
	Lewtons, N.Y.,	January 20, 1930
& Texas Pacific Railway, Southern Railway System,	High Bridge, Ky.,	January 20, 1930
d,	Wheatland, Pa.,	January 22, 1930
ilway,	Woosung, Ill.,	January 23, 1930
Louis Railroad,	Idalia, Mo.,	January 30, 1930
	Edwardsville, Ill.,	February 14, 1930
Milwaukee Railroad,	Kenosha, Wis.,	February 23, 1930
d,	Altamont, Md.,	March 2, 1930
	Freedon, Ohio,	March 4, 1930
	Frankford, Pa.,	March 26, 1930
Railway,	Janesville, Wis.,	April 25, 1930
St. Louis Railway,	Ball Buckle, Tenn.,	April 26, 1930
	Merkle, Pa.,	April 29, 1930
ay,	Bunnell, Fla.,	May 3, 1930
	North Chelmsford, Mass.,	May 9, 1930
	Bear Creek Junction, Pa.,	May 18, 1930
ilway of Texas,	Naples, Tex.,	May 20, 1930
acific Railway,	Beckett, Okla.,	May 27, 1930
apolis & Omaha Railroad,	Sioux City, Iowa,	June 2, 1930
	Youngstown, Ohio,	July 9, 1930
	Buntington, Ind.,	July 11, 1930
ilroad, Southern Pacific Lines,	Urbana, Mo.,	July 20, 1930
	Gold Hill, N.C.,	July 23, 1930
ilway,	Menomah, Wis.,	July 24, 1930
acific Railway,	McNeil, Ariz.,	August 2, 1930
	Agenda, Kans.,	August 3, 1930
acific Railway,	Meeksville, Ind.,	August 14, 1930
ulf Railway,	Kreslin, Okla.,	September 12, 1930
d,	North Fort Worth, Tex.,	September 12, 1930
	Detroit, Mich.,	September 28, 1930



QUARTERLY SUMMARY NUMBER	INVESTI- GATION NUMBER	NAME OF CARRIER (3)	LOCATION (4)	DATE (5)	QUARTERLY SUMMARY NUMBER	INVESTI- GATION NUMBER	NAME OF CARRIER (3)
45	1665	Michigan Central Railroad,	Detroit, Mich.,	September 28, 1930	54	1795	Interstate Railroad,
45	1666	Chicago, Rock Island & Pacific Railway,	Jennings, Kans.,	September 28, 1930	54	1796	Cleveland, Cincinnati, Chicago & St. Louis Railway,
46	1672	Denver & Rio Grande Western Railroad,	Chandler Junction, Colo.	October 14, 1930	54	1797	New York Central Railroad,
46	1674	Erie Railroad,	Cleveland, Ohio,	October 22, 1930	54	1798	Southern Railway System,
46	1676	Iasco & Mississippi Valley Railroad,	Money, Miss.,	November 14, 1930	54	1799	Minneapolis, St. Paul & Sault Ste. Marie Railway,
46	1677	Lake Shore Electric Railway,	Hayes, Ohio,	November 15, 1930	54	1801	Pennsylvania Railroad,
46	1678	Chicago, Rock Island & Pacific Railway,	Bayana, Ark.,	November 22, 1930	54	1806	Pennsylvania Railroad,
46	1679	Western Pacific Railroad,	Sunol, Calif.,	November 28, 1930	55	1808	Erie Railroad,
46	1680	Pere Marquette Railway,	Ann Arbor, Mich.,	December 2, 1930	55	1813	Portland Terminal Company,
46	1681	New York Central Railroad,	West 124th Street, River- side Park, New York, N.Y.	December 10, 1930	55	1814	Lehigh Valley Railroad,
47	1683	Missouri Pacific Railroad,	Carlton, Kans.,	January 17, 1931	56	1819	Missouri Pacific Railroad,
47	1686	Norfolk & Western Railway,	Albion, W. Va.,	February 2, 1931	56	1822	Baltimore & Ohio Railroad,
47	1689	Illinois Central Railroad,	Freeport, Ill.,	February 7, 1931	56	1823	Southern Railway,
47	1692	Chicago & Alton Railroad,	Coral, Ill.,	February 19, 1931	56	1824	New York, Chicago & St. Louis Railroad,
47	1697	Chicago, Indianapolis & Louisville Railway,	Quincy, Ind.,	March 19, 1931	56	1825	Chicago, Milwaukee, St. Paul & Pacific Railroad,
48	1700	Pennsylvania Railroad,	Spruce Creek, Pa.,	April 17, 1931	56	1826	St. Louis-San Francisco Railway,
48	1701	Western Pacific Railroad,	David, Calif.,	April 19, 1931	56	1828	Pennsylvania Railroad,
48	1703	Chicago Great Western Railroad,	Inver Grove, Minn.,	May 3, 1931	57	1832	St. Louis Southwestern Railway Co. of Texas,
48	1704	Seaboard Railway,	Chicago Ridge, Ill.,	May 6, 1931	57	1833	Chicago, Rock Island & Pacific Railway,
48	1710	Kansas, Oklahoma & Gulf Railway	Kensfield, Okla.,	May 20, 1931	57	1835	Maine Central Railroad,
48	1711	Pennsylvania Railroad,	Star Rock, Pa.,	June 16, 1931	57	1836	Chicago, Milwaukee, St. Paul & Pacific Railroad,
48	1712	Denver & Rio Grande Western Railroad,	Roper, Utah,	June 22, 1931	57	1837	Delaware & Hudson Railroad,
49	1723	Pere Marquette Railway,	Edmore, Mich.,	September 25, 1931	57	1838	Pennsylvania Railroad,
49	1724	Atlantic Coast Line Railroad,	Haines City, Fla.,	September 25, 1931	57	1841	Chicago & Eastern Illinois Railway, Illinois Central Railroad,
49	1726	New York Central Railroad,	Hapes, Pa.,	September 29, 1931	57	1844	Spokane, Portland & Seattle Railway,
50	1728	Atlantic Coast Line Railroad,	Buffalo Bluff, Fla.,	October 11, 1931	57	1845	Oregon-Washington Railroad & Navigation Co.,
50	1732	New York, New Haven & Hartford Railroad	East Taunton, Mass.,	November 11, 1931	57	1846	New York Central Railroad,
50	1733	Western Pacific Railroad,	Winnemucca, Nev.,	November 14, 1931	57	1849	New York Central Railroad,
50	1735	The Belt Railway of Chicago and Baltimore & Ohio Chicago Terminal Railroad,	Chicago, Ill.,	November 17, 1931	57	1852	Baltimore & Ohio Railroad,
50	1736	Pennsylvania Railroad,	Black Run, Ohio,	November 18, 1931	57	1854	Virginian Railway,
50	1737	Chicago & North Western Railway,	Barrington, Ill.,	November 21, 1931	57	1855	Boston & Maine Railroad,
50	1738	Pennsylvania Railroad,	Monon, Pa.,	November 21, 1931	57	1857	Union Pacific Railroad,
50	1739	Missouri Pacific Railroad,	Myrick, Mo.,	November 22, 1931	57	1859	Atchafalaya, Topeka & Santa Fe Railway,
50	1741	Pennsylvania Railroad,	Avonmore, Pa.,	November 28, 1931	58	1861	Indiana Harbor Belt Railroad,
50	1742	Missouri Pacific Railroad,	Gallatin, Pa.,	December 9, 1931	58	1862	Chesapeake and Ohio Railway,
50	1743	Seaboard Air Line Railway,	Lawrence, Mo.,	December 10, 1931	58	1863	Southern Pacific Co.,
50	1745	Illinois Central Railroad,	Scott, Fla.,	December 11, 1931	58	1865	New York Central Railroad,
51	1749	Chicago, Milwaukee, St. Paul & Pacific Railroad,	Saline, Ill.,	December 20, 1931	58	1867	Western Maryland Railway,
51	1750	Great Northern Railway; Chicago, Milwaukee, St. Paul & Pacific Railroad,	Tonah, Wis.,	January 30, 1932	58	1868	Chesapeake and Ohio Railway,
51	1753	Southern Railway,	Wapeton, N. Dak.,	January 30, 1932	58	1870	Louisville & Nashville Railroad,
51	1757	Baltimore & Ohio Railroad,	Peak, Tenn.,	March 1, 1932	58	1872	Great Northern Railway,
51	1758	Chesapeake & Ohio Railway,	Warren, N.Y.,	March 7, 1932	58	1873	Richmond, Fredericksburg & Potomac Railroad,
51	1760	Erie Railroad,	Upper Sandusky, Ohio	March 11, 1932	58	1878	Louisville & Nashville Railroad,
52	1761	Missouri Pacific Railroad,	North Tonawanda, N.Y.,	March 26, 1932	58	1879	International-Great Northern Railroad,
52	1764	Pennsylvania Railroad,	Malvern, Ark.,	April 9, 1932	58	1881	Virginian Railway,
52	1768	Pennsylvania Railroad,	Protection, N.Y.,	May 26, 1932	59	1883	St. Louis-San Francisco Railway,
52	1769	New York Central Railroad,	Deans, N.J.,	June 7, 1932	59	1889	Norfolk Southern Railroad,
52	1770	Cincinnati & Lake Erie Railroad,	Clay Bank, Ohio,	June 18, 1932	59	1890	Spokane, Portland & Seattle Railway,
53	1771	Chesapeake & Ohio Railway,	Elk Creek, Ohio,	June 30, 1932	59	1895	Benger and Arcostock Railroad,
53	1772	Central Vermont Railway,	Richmond, Va.,	June 30, 1932	59	1898	Baltimore & Ohio Railroad,
53	1773	Great Northern Railway,	Pittsfield, Conn.,	July 6, 1932	59	1899	Baltimore & Ohio Railroad,
53	1775	Pennsylvania Railroad,	Warba, Minn.,	July 13, 1932	59	1900	Chicago, Milwaukee, St. Paul & Pacific Railroad,
53	1776	Cleveland, Cincinnati, Chicago & St. Louis Railway,	Juniata Bridge, Pa.,	July 22, 1932	59	1901	Pennsylvania Railroad,
53	1777	Chicago, Burlington & Quincy Railroad,	De Graff, Ohio,	July 25, 1932	59	1904	Chestnut Ridge Railway,
53	1778	Boston & Maine Railroad,	Pottstown, Ill.,	August 3, 1932	59	1905	Atchafalaya, Topeka & Santa Fe Railway,
53	1779	Norfolk & Western Railway,	Rutland, Mass.,	August 3, 1932	60	1906	Chicago, St. Paul, Minneapolis & Omaha Railway,
53	1780	Central of Georgia Railway,	Wharnccliffe, W. Va.,	August 10, 1932	60	1909	Baltimore & Ohio and Pennsylvania Railroads,
53	1783	Louisville & Nashville Railroad,	Maricopa, Ala.,	August 18, 1932	60	1910	Lehigh Valley Railroad,
53	1784	Chicago, Milwaukee, St. Paul & Pacific Railroad,	Doyle, Ky.,	August 27, 1932	60	1913	Norfolk & Western Railway,
53	1785	Seaboard Air Line Railway,	Atkins, Iowa,	August 30, 1932	60	1914	Virginian Railway,
			Horseshall, Fla.,	September 21, 1932	60	1916	Chicago, Rock Island & Pacific Railway

NAME OF CARRIER (3)	LOCATION (4)	DATE (5)
Interstate Railroad, Cleveland, Cincinnati, Chicago & St. Louis Railway, New York Central Railroad, Southern Railway System,	Josephine, Va., Springfield, Ohio, Pleasantville, Ohio, Kinsler, S.C.,	December 1, 1932 December 8, 1932 December 10, 1932 December 19, 1932
Minneapolis, St. Paul & Sault Ste. Marie Railway, Pennsylvania Railroad, Pennsylvania Railroad, The Railroad,	Wheatland, Wis., Tyrone, Pa., Blairsville, Pa., Garfield, N.J.,	December 21, 1932 December 24, 1932 January 18, 1933 February 10, 1933
Portland Terminal Company, High Valley Railroad, Missouri Pacific Railroad, Baltimore & Ohio Railroad,	Portland, Maine, Avoca, Pa., Monroe, La., Sir John's Run, W. Va.,	March 16, 1933 March 26, 1933 April 14, 1933 April 29, 1933
Southern Railway, New York, Chicago & St. Louis Railroad, Chicago, Milwaukee, St. Paul & Pacific Railroad, St. Louis-San Francisco Railway,	Stacey, N.C., East Lynn, Ill., Kingston, Ill., Neodesha, Kans.,	May 3, 1933 May 11, 1933 May 14, 1933 May 16, 1933
Pennsylvania Railroad, St. Louis Southwestern Railway Co. of Texas, Chicago, Rock Island & Pacific Railway, Missouri Central Railroad,	Penn. Pa., Trinidad, Tex., Billings, Okla., Cornish, Maine,	May 25, 1933 July 7, 1933 July 10, 1933 July 21, 1933
Chicago, Milwaukee, St. Paul & Pacific Railroad, Delaware & Hudson Railroad, Pennsylvania Railroad, Chicago & Eastern Illinois Railway, Illinois Central Railroad,	Gladwin, Iowa, Avoca, Pa., Baltimore, Md., Marion, Ill.,	July 21, 1933 July 23, 1933 July 29, 1933 August 3, 1933
Jokane, Portland & Seattle Railway, Oregon-Washington Railroad & Navigation Co., New York Central Railroad, New York Central Railroad,	Spearfish, Wash., Attalia, Wash., Angola, Ind., Cedar Run, Pa.,	August 13, 1933 August 14, 1933 August 21, 1933 August 26, 1933
Baltimore & Ohio Railroad, Virginian Railway, Boston & Maine Railroad, Alton Pacific Railroad,	Pleasant Valley, Ohio, Amigo, W. Va., West Concord, Mass., Gibson, Nebr.,	September 1, 1933 September 8, 1933 September 11, 1933 September 18, 1933
Chisholm, Topeka & Santa Fe Railway, Indiana Harbor Belt Railroad, Bessemer and Ohio Railway, Southern Pacific Co.,	Enterprise, Kans., Chicago Ridge, Ill., South Richmond, Ind., Monterey, Calif.,	September 29, 1933 October 14, 1933 October 25, 1933 October 26, 1933
New York Central Railroad, Eastern Maryland Railway, Bessemer and Ohio Railway, Louisville & Nashville Railroad,	New Lexington, Ohio, Henry, W. Va., Wayne, Ind., Woodrow, Tenn.,	November 2, 1933 November 18, 1933 November 23, 1933 November 29, 1933
West Northern Railway, Richmond, Fredericksburg & Potomac Railroad, Louisville & Nashville Railroad, International-Great Northern Railroad,	Milan, Wash., Cherry Hill, Va., Wadsworth, Ala., Black Bridge, Tex.,	December 3, 1933 December 6, 1933 December 26, 1933 December 27, 1933
Virginian Railway, St. Louis-San Francisco Railway, Norfolk Southern Railroad, Jokane, Portland & Seattle Railway,	Hardy, Va., Swift, Mo., Craneand, N.C., Carson, Wash.,	December 31, 1933 January 3, 1934 February 12, 1934 February 13, 1934
Angor and Arcostook Railroad, Baltimore & Ohio Railroad, Baltimore & Ohio Railroad, Chicago, Milwaukee, St. Paul & Pacific Railroad,	State Road, Maine, Sand Patch, Pa., Mount Airy, Md., Spechts Ferry, Iowa,	February 25, 1934 February 28, 1934 March 4, 1934 March 6, 1934
Pennsylvania Railroad, Bestrut Ridge Railway, Chisholm, Topeka & Santa Fe Railway, Chicago, St. Paul, Minneapolis & Omaha Railway,	Columbia City, Ind., Delaware Avenue, Pa., Lynn, N. Mex., Worthline, Wis.,	March 8, 1934 March 26, 1934 March 27, 1934 April 3, 1934
Baltimore & Ohio and Pennsylvania Railroads, High Valley Railroad, Norfolk & Western Railway, Virginian Railway,	Kyleburg, Ohio, Bowmanstown, Pa., Hace, Va., Cirtsville, W. Va.,	April 19, 1934 April 24, 1934 May 20, 1934 May 22, 1934



46	1680	Pere Marquette Railway,	Ann Pere, Mich.,	December 2, 1930	55	1808	Erie Railroad,
46	1681	New York Central Railroad,	West 124th Street, River-		55	1813	Portland Terminal Company,
47	1683	Missouri Pacific Railroad,	side Park, New York, N.Y.	December 10, 1930	55	1814	Lehigh Valley Railroad,
47	1686	Norfolk & Western Railway,	Carlton, Kans.,	January 17, 1931	56	1819	Missouri Pacific Railroad,
47	1689	Illinois Central Railroad,	Almwick, W. Va.,	February 2, 1931	56	1822	Baltimore & Ohio Railroad,
47	1692	Chicago & Alton Railroad,	Freeport, Ill.,	February 7, 1931	56	1823	Southern Railway,
47	1697	Chicago, Indianapolis & Louisville Railway,	Covel, Ill.,	February 19, 1931	56	1824	New York, Chicago & St. Louis Railroad,
48	1700	Pennsylvania Railroad,	Guernsey, Ind.,	March 19, 1931	56	1825	Chicago, Milwaukee, St. Paul & Pacific Railroad,
48	1701	Western Pacific Railroad,	Spruce Creek, Pa.,	April 17, 1931	56	1826	St. Louis-San Francisco Railway,
48	1703	Chicago Great Western Railroad,	David, Calif.,	April 19, 1931	56	1828	Pennsylvania Railroad,
48	1704	Wabash Railway,	Inver Grove, Minn.,	May 3, 1931	57	1832	St. Louis Southwestern Railway Co. of Texas,
48	1710	Kansas, Oklahoma & Gulf Railway	Chicago Ridge, Ill.,	May 6, 1931	57	1833	Chicago, Rock Island & Pacific Railway,
48	1711	Pennsylvania Railroad,	Kanaflick, Okla.,	May 20, 1931	57	1835	Maine Central Railroad,
48	1712	Denver & Rio Grande Western Railroad,	Star Rock, Pa.,	June 16, 1931	57	1836	Chicago, Milwaukee, St. Paul & Pacific Railroad,
49	1723	Pere Marquette Railway,	Noper, Utah,	June 22, 1931	57	1837	Delaware & Hudson Railroad,
49	1724	Atlantic Coast Line Railroad,	Edmore, Mich.,	September 25, 1931	57	1838	Pennsylvania Railroad,
49	1726	New York Central Railroad,	Haines City, Fla.,	September 25, 1931	57	1841	Chicago & Eastern Illinois Railway, Illinois Central Railroad,
50	1728	Atlantic Coast Line Railroad,	Mapee, Pa.,	September 29, 1931	57	1844	Spokane, Portland & Seattle Railway,
50	1732	New York, New Haven & Hartford Railroad	Buffalo Bluff, Fla.,	October 11, 1931	57	1845	Oregon-Washington Railroad & Navigation Co.,
50	1733	Western Pacific Railroad,	East Taunton, Mass.,	November 11, 1931	57	1846	New York Central Railroad,
50	1734	The Belt Railway of Chicago and Baltimore & Ohio Chicago Terminal Railroad,	Winnamucca, Nev.,	November 14, 1931	57	1849	New York Central Railroad,
50	1735	Pennsylvania Railroad,	Chicago, Ill.,	November 17, 1931	57	1852	Baltimore & Ohio Railroad,
50	1736	Chicago & North Western Railway,	Black Run, Ohio,	November 18, 1931	57	1854	Virginian Railway,
50	1737	Pennsylvania Railroad,	Barrington, Ill.,	November 21, 1931	57	1855	Boston & Maine Railroad,
50	1738	Missouri Pacific Railroad,	Monon, Pa.,	November 21, 1931	57	1857	Union Pacific Railroad,
50	1739	Pennsylvania Railroad,	Myrick, Mo.,	November 22, 1931	57	1859	Atchison, Topeka & Santa Fe Railway,
50	1741	Pennsylvania Railroad,	Avonmore, Pa.,	November 28, 1931	58	1861	Indiana Harbor Belt Railroad,
50	1742	Missouri Pacific Railroad,	Gallitsin, Pa.,	December 9, 1931	58	1862	Chesapeake and Ohio Railway,
50	1743	Seaboard Air Line Railway,	Lawrence, Nebr.,	December 10, 1931	58	1863	Southern Pacific Co.,
50	1745	Illinois Central Railroad,	Scott, Fla.,	December 11, 1931	58	1865	New York Central Railroad,
51	1749	Chicago, Milwaukee, St. Paul & Pacific Railroad,	Saline, Ill.,	December 20, 1931	58	1867	Western Maryland Railway,
51	1750	Great Northern Railway; Chicago, Milwaukee, St. Paul & Pacific Railroad,	Tonaw, Wis.,	January 30, 1932	58	1868	Chesapeake and Ohio Railway,
51	1753	Southern Railway,	Wahpeton, N. Dak.,	January 30, 1932	58	1870	Louisville & Nashville Railroad,
51	1757	Baltimore & Ohio Railroad,	Peak, Tenn.,	March 1, 1932	58	1872	Great Northern Railway,
51	1758	Chesapeake & Ohio Railway,	Warren, N.Y.,	March 7, 1932	58	1873	Richmond, Fredericksburg & Potomac Railroad,
51	1760	Erie Railroad,	Upper Sandusky, Ohio	March 11, 1932	58	1878	Louisville & Nashville Railroad,
52	1761	Missouri Pacific Railroad,	North Tonawanda, N.Y.,	March 26, 1932	58	1879	International-Great Northern Railroad,
52	1764	Pennsylvania Railroad,	Malvern, Ark.,	April 9, 1932	58	1881	Virginian Railway,
52	1768	Pennsylvania Railroad,	Protection, N.Y.,	May 26, 1932	59	1883	St. Louis-San Francisco Railway,
52	1769	New York Central Railroad,	Deans, N.J.,	June 7, 1932	59	1889	Norfolk Southern Railroad,
52	1770	Cincinnati & Lake Erie Railroad,	Clay Bank, Ohio,	June 18, 1932	59	1890	Spokane, Portland & Seattle Railway,
52	1771	Chesapeake & Ohio Railway,	Elk Creek, Ohio,	June 30, 1932	59	1895	Bangor and Aroostook Railroad,
53	1772	Central Vermont Railway,	Richmond, Va.,	June 30, 1932	59	1898	Baltimore & Ohio Railroad,
53	1773	Great Northern Railway,	Fitchville Jct., Conn.,	July 6, 1932	59	1899	Baltimore & Ohio Railroad,
53	1775	Pennsylvania Railroad,	Warta, Minn.,	July 13, 1932	59	1900	Chicago, Milwaukee, St. Paul & Pacific Railroad,
53	1776	Cleveland, Cincinnati, Chicago & St. Louis Railway,	Junata Bridge, Pa.,	July 22, 1932	59	1901	Pennsylvania Railroad,
53	1777	Chicago, Burlington & Quincy Railroad,	De Graff, Ohio,	July 25, 1932	59	1904	Chestnut Ridge Railway,
53	1778	Boston & Maine Railroad,	Pottstown, Ill.,	August 3, 1932	59	1905	Atchison, Topeka & Santa Fe Railway,
53	1779	Norfolk & Western Railway,	Rutland, Mass.,	August 3, 1932	60	1906	Chicago, St. Paul, Minneapolis & Omaha Railway,
53	1780	Central of Georgia Railway,	Wharreliffe, W. Va.,	August 10, 1932	60	1909	Baltimore & Ohio and Pennsylvania Railroad,
53	1783	Louisville & Nashville Railroad,	Maricopa, Ala.,	August 18, 1932	60	1910	Lehigh Valley Railroad,
53	1784	Chicago, Milwaukee, St. Paul & Pacific Railroad,	Doyle, Ky.,	August 27, 1932	60	1913	Norfolk & Western Railway,
53	1785	Seaboard Air Line Railway,	Atkins, Iowa,	August 30, 1932	60	1914	Virginian Railway,
53	1786	Chicago, St. Paul, Minneapolis & Omaha Railway,	Hopewell, Fla.,	September 21, 1932	60	1916	Chicago, Rock Island & Pacific Railway,
53	1787	Louisville & Nashville Railroad,	Marshfield, Wis.,	September 21, 1932	60	1917	Elgin, Joliet & Eastern Railway,
53	1788	Pere Marquette Railway,	Wald, Ala.,	September 29, 1932	61	1920	Reading Company,
54	1789	Texas & Pacific Railway,	Plymouth, Mich.,	September 30, 1932	61	1925	Virginian Railway,
54	1791	Pennsylvania Railroad,	Dallas, Tex.,	October 11, 1932	61	1926	Missouri Pacific Railroad,
54	1793	Chesapeake & Ohio Railway,	Perryman, Md.,	October 18, 1932	61	1927	Southern Railway,
54	1794	Wabash Railway,	Elk Hill, Va.,	November 24, 1932	61	1931	Norfolk Southern Railroad,
			Norborne, Mo.,	November 29, 1932	61	1932	Virginia Central Railway,



is Railroad,

Portland Terminal Company,  
High Valley Railroad,  
Missouri Pacific Railroad,  
Baltimore & Ohio Railroad,

American Railway,  
New York, Chicago & St. Louis Railroad,  
Chicago, Milwaukee, St. Paul & Pacific Railroad,  
St. Louis-San Francisco Railway,

Pennsylvania Railroad,  
St. Louis Southwestern Railway Co. of Texas,  
Chicago, Rock Island & Pacific Railway,  
Indiana Central Railroad,

Chicago, Milwaukee, St. Paul & Pacific Railroad,  
Delaware & Hudson Railroad,  
Pennsylvania Railroad,  
Chicago & Eastern Illinois Railway, Illinois Central Railroad,

Seattle, Portland & Seattle Railway,  
Oregon-Washington Railroad & Navigation Co.,  
New York Central Railroad,  
New York Central Railroad,

Baltimore & Ohio Railroad,  
Virginian Railway,  
Boston & Maine Railroad,  
Union Pacific Railroad,

Chesapeake, Topeka & Santa Fe Railway,  
Illiana Harbor Belt Railroad,  
Baltimore and Ohio Railway,  
Southern Pacific Co.,

New York Central Railroad,  
Eastern Maryland Railway,  
Baltimore and Ohio Railway,  
Louisville & Nashville Railroad,

West Northern Railway,  
Richmond, Fredericksburg & Potomac Railroad,  
Louisville & Nashville Railroad,  
International-Great Northern Railroad,

Virginian Railway,  
St. Louis-San Francisco Railway,  
Norfolk Southern Railroad,  
Seattle, Portland & Seattle Railway,

Anger and Arcostock Railroad,  
Baltimore & Ohio Railroad,  
Baltimore & Ohio Railroad,  
Chicago, Milwaukee, St. Paul & Pacific Railroad,

Pennsylvania Railroad,  
Hastings Ridge Railway,  
Chesapeake, Topeka & Santa Fe Railway,  
Chicago, St. Paul, Minneapolis & Omaha Railway,

Baltimore & Ohio and Pennsylvania Railroads,  
High Valley Railroad,  
Norfolk & Western Railway,  
Virginian Railway,

Chicago, Rock Island & Pacific Railway,  
Ligin, Joliet & Eastern Railway,  
Seading Company,  
Virginian Railway,

Missouri Pacific Railroad,  
Southern Railway,  
Norfolk Southern Railroad,  
Virginian Central Railway,

Garfield, N.J.,

Portland, Maine,  
Avoca, Pa.,  
Monroe, La.,  
Sir John's Run, N. Va.,

Stacey, N.C.,  
East Lynn, Ill.,  
Kingston, Ill.,  
Neodesha, Kans.,

Penn. Pa.,  
Trinidad, Tex.,  
Billings, Okla.,  
Cornish, Maine,

Gladwin, Iowa,  
Avoca, Pa.,  
Baltimore, Md.,  
Marion, Ill.,

Spearfish, Wash.,  
Attalia, Wash.,  
Angola, Ind.,  
Cedar Run, Pa.,

Pleasant Valley, Ohio,  
Amigo, W. Va.,  
West Concord, Mass.,  
Gibson, Nebr.,

Enterprise, Kans.,  
Chicago Ridge, Ill.,  
South Richmond, Ind.,  
Monterey, Calif.,

New Lexington, Ohio,  
Henry, W. Va.,  
Wayne, Ind.,  
Woodrow, Tenn.,

Milan, Wash.,  
Cherry Hill, Va.,  
Wadsworth, Ala.,  
Black Bridge, Tex.,

Hardy, Va.,  
Swift, Mo.,  
Grimesland, N.C.,  
Carson, Wash.,

State Road, Maine,  
Sand Patch, Pa.,  
Mount Airy, Md.,  
Spechts Ferry, Iowa,

Columbia City, Ind.,  
Delaware Avenue, Pa.,  
Lynn, N. Mex.,  
Northline, Wis.,

Kyleburg, Ohio,  
Bowmanstown, Pa.,  
Nace, Va.,  
Clarksville, W. Va.,

Pacific Junction, Okla.,  
Indiana Harbor, Ind.,  
Martin's Siding, Pa.,  
Dothan, W. Va.,

Alix, Ark.,  
Piedmont, S.C.,  
Knightdale, N.C.,  
Fredericksburg, Va.,

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July 15, 1934  
August 12, 1934

August 23, 1934  
August 28, 1934  
September 13, 1934  
September 14, 1934

INDEX (Continued)

QUARTERLY SUMMARY NUMBER (1)	INVESTIGATION NUMBER (2)	NAME OF CARRIER (3)	LOCATION (4)	DATE (5)	QUARTERLY SUMMARY NUMBER (1)	INVESTIGATION NUMBER (2)	NAME OF (3)
61	1935	Pennsylvania Railroad,	Gly, Pa.	September 29, 1934	67	2035	Southern Railway,
62	1940	Indianapolis Union Railway,	Indianapolis, Ind.,	October 31, 1934	67	2037	Chicago & North Western Railway,
62	1941	Chicago, Indianapolis & Louisville Railway,	Jordan, Ind.,	November 1, 1934	67	2039	Indiana Harbor Belt Railway,
62	1942	Boston and Maine Railroad,	Clinton, Mass.,	November 5, 1934	67	2041	Southern Railway,
62	1944	Nicholas, Fayette and Greenbrier Railroad,	San Mill, W. Va.,	November 15, 1934	67	2043	Litchfield and Madison Railway,
62	1945	Pennsylvania Railroad,	Seabor, Pa.,	November 19, 1934	67	2044	Chicago, Rock Island & Pacific Rail
62	1946	Union Pacific Railroad,	Wamsutter, Wyo.,	November 26, 1934	67	2045	Chicago, St. Paul, Minneapolis & O
62	1947	Missouri Pacific Railroad,	Adrian, Mo.,	December 2, 1934	67	2047	Southern Pacific Company
62	1949	Long Island Railroad,	Vandevor Park, Long Island, N.Y.,	December 4, 1934	67	2048	Baltimore and Ohio Railroad,
62	1951	Chicago & North Western Railway,	Owatonna, Minn.,	December 8, 1934	67	2050	Chicago, Rock Island & Pacific Rail
62	1952	Chicago, Burlington & Quincy Railroad	Freeman, Ill.,	December 8, 1934	67	2051	Boston & Maine Railroad,
62	1954	Union Terminal Company,	Dallas, Tex.,	December 17, 1934	67	2055	Virginian Railway,
62	1955	Baltimore & Ohio Railroad,	Big Gunpowder, Md.,	December 18, 1934	68	2060	Pennsylvania Railroad,
62	1956	Mobile and Ohio Railroad,	Trio, Ala.,	December 20, 1934	68	2062	Chesapeake & Ohio Railway,
63	1959	Southern Railway,	Edwardsville, Ala.,	January 5, 1935	68	2064	St. Louis, Brownsville & Mexico Ry.
63	1964	Pennsylvania Railroad,	Edgewood, Md.,	February 5, 1935	68	2065	Central Vermont Railway,
63	1965	New York Central Railroad,	Kila, Ohio,	February 7, 1935	68	2066	Wheeling & Lake Erie Railway,
63	1967	Seaboard Air Line Railway,	Cecil, Ala.,	February 17, 1935	68	2067	Fort Dodge, Des Moines and Southern
63	1969	Nashville, Chattanooga & St. Louis Railway,	Lexington, Tenn.,	February 23, 1935	68	2069	Lehigh Valley Railroad,
63	1970	Virginian Railway,	Wriston, W. Va.,	February 25, 1935	68	2070	Southern Railway,
63	1971	Missouri Pacific Railroad,	Cunningham Spur, Ark.,	February 25, 1935	68	2071	Chicago, Indianapolis & Louisville
63	1972	Clinchfield Railroad,	Tooeans, N. C.,	March 20, 1935	68	2072	Chicago & St. Louis Railr
63	1973	Missouri Pacific Railroad,	Shields, Kans.,	March 26, 1935	68	2073	Pennsylvania Railroad,
63	1974	New York Central Railroad,	Corning, N.Y.,	March 27, 1935	68	2074	Missouri Pacific Railroad,
64	1975	Chicago, Rock Island & Pacific Railway,	Ottawa, Ill.,	April 4, 1935	68	2075	Chicago, Burlington & Quincy Railro
64	1976	Chicago, Rock Island & Pacific Railway,	Tiffin, Iowa,	April 4, 1935	69	2076	International-Great Northern Railro
64	1979	Louisville & Nashville Railroad,	Jamison, Ala.,	April 14, 1935	69	2080	Michigan Central Railroad,
64	1980	Erie Railroad,	WQ Crossing, N.Y.,	April 25, 1935	69	2081	Southern Railway,
64	1981	Missouri-Kansas-Texas Railroad,	Cross (Parsons), Kans.,	April 26, 1935	69	2082	Chicago, Rock Island & Pacific Rail
64	1982	Denver & Salt Lake Railway,	Tolland, Colo.,	May 2, 1935	69	2083	Missouri Pacific Railroad,
64	1983	Illinois Central Railroad,	Rust, Ill.,	May 9, 1935	69	2085	Missouri Pacific Railroad,
64	1984	Central of Georgia Railway,	Batesville, Ala.,	May 12, 1935	69	2088	Pennsylvania Railroad,
64	1985	Yazoo & Mississippi Valley Railroad, and Illinois Central System,	Steven, La.,	May 18, 1935	69	2089	Baltimore & Ohio Railroad,
64	1986	Chesapeake & Ohio Railway,	South Fayette, W. Va.,	May 21, 1935	69	2090	Nashville, Chattanooga & St. Louis
64	1987	Chesapeake & Ohio Railway,	Gulfoo, Ky.,	May 29, 1935	69	2092	Pennsylvania Railroad,
64	1988	Western Pacific Railroad,	Red Rock, Calif.,	June 9, 1935	69	2095	Chicago Great Western Railroad,
64	1989	Chicago, Rock Island & Pacific Railway, and Minneapolis & St. Louis Railroad,	Morning Sun, Iowa,	June 13, 1935	69	2098	Missouri-Kansas-Texas Railroad,
64	1990	Texas and Pacific Railway,	F. & P. Jet. (Dallas) Tex.,	June 14, 1935	69	2099	Boston and Maine Railroad,
64	1991	Missouri Pacific Railroad,	Litola Rock, Ark.,	June 23, 1935	69	2100	Baltimore & Ohio Railroad,
65	1992	Denver & Rio Grande Western Railroad,	Geneva, Utah,	July 3, 1935	69	2103	Illinois Central Railroad,
65	1995	Northern Pacific Railway,	Welland, Wash.,	July 17, 1935	70	2104	Ann Arbor Railroad,
65	1996	Missouri Pacific Railroad,	Sheldon, Mo.,	July 20, 1935	70	2105	Erie Railroad,
65	1997	Missouri-Kansas-Texas Railroad of Texas,	Bruceville, Tex.,	July 31, 1935	70	2106	Reading Company,
65	1999	Pure Marquette Railway,	Riverdale, Mich.,	August 3, 1935	70	2107	Pennsylvania Railroad,
65	2000	Denver & Rio Grande Western Railroad,	Ruby, Colo.,	August 4, 1935	70	2109	Chicago, Burlington & Quincy Railr
65	2001	Denver & Rio Grande Western Railroad,	Neare Junction, Colo.,	August 6, 1935	70	2110	Louisville & Nashville Railroad,
65	2002	Southern Pacific Company,	Cochran, Ore.,	August 6, 1935	70	2111	Western Pacific Railroad,
65	2004	Chicago, Rock Island & Pacific Railway,	Blad, Mo.,	August 12, 1935	70	2116	Louisiana & Arkansas Railway,
65	2005	Pennsylvania Railroad, and Wheeling & Lake Erie Railway,	Valley Junction, Ohio,	August 20, 1935	70	2117	St. Louis Southwestern Railway of
65	2006	Denver & Rio Grande Western Railroad,	Cameo, Colo.,	August 31, 1935	70	2118	Atchison, Topeka & Santa Fe Railwa
65	2007	Pennsylvania Railroad,	Falton, Del.,	September 6, 1935	70	2119	Pittsburgh & West Virginia Railway
65	2008	Chesapeake & Ohio Railway,	Pemberton, Va.,	September 9, 1935	70	2122	Union Pacific Railroad,
65	2009	Chesapeake & Ohio Railway,	Warren, Va.,	September 10, 1935	70	2123	St. Louis Southwestern Railway,
65	2010	Yazoo & Mississippi Valley Railroad, and Illinois Central System,	West Monroe, La.,	September 14, 1935	70	2124	Pennsylvania Railroad,
65	2011	Chicago & North Western Railway,	Roxby, Neb.,	September 18, 1935	70	2125	Pennsylvania Railroad,
							Illinois Central Railroad,
							Chicago Great Western Railroad

NAME OF CARRIER (3)	LOCATION (4)	DATE (5)
thern Railway, ago & North Western Railway, ana Harbor Belt Railway, thern Railway,	Lake, Ill., Boone, Iowa, Gibson, Ind., Straven, Ala.,	January 22, 1936 January 30, 1936 January 31, 1936 February 4, 1936
hfield and Madison Railway, ago, Rock Island & Pacific Railway, ago, St. Paul, Minneapolis & Omaha Railway, thern Pacific Company	Stallings, Ill., Floris, Iowa, Merriam, Minn., Lerdo, Calif.,	February 13, 1936 February 16, 1936 February 17, 1936 February 25, 1936
timore and Ohio Railroad, ago, Rock Island & Pacific Railway, ton & Maine Railroad, inian Railway,	Wheatland, Ind., LaSalle, Ill., Claremont Junction, N.H., Ingleside, W. Va.,	February 26, 1936 March 6, 1936 March 12, 1936 March 30, 1936
aylvania Railroad, apeake & Ohio Railway, Louis, Brownsville & Mexico Ry., Missouri Pacific Lines, tral Vermont Railway,	Manor, Pa., Richmond, Va., Brownsville, Tex., Northfield, Vt.,	March 27, 1936 April 26, 1936 April 28, 1936 May 3, 1936
oling & Lake Erie Railway, t Dodge, Des Moines and Southern Railroad, igh Valley Railroad, thern Railway,	Pryor, Ohio, Boone, Iowa, Tannery, Pa., Efland, N.C.,	May 14, 1936 May 20, 1936 May 28, 1936 June 11, 1936
ago, Indianapolis & Louisville Railway, York, Chicago & St. Louis Railroad, aylvania Railroad, ouri Pacific Railroad,	Putnamville, Ind., Madison, Ill., New Brunswick, N.J., Valley Park, Mo.,	June 12, 1936 June 15, 1936 June 17, 1936 June 23, 1936
ago, Burlington & Quincy Railroad, ernational-Great Northern Railroad, Missouri Pacific Lines, higan Central Railroad, thern Railway,	Blue Springs, Nebr., Kyle, Tex., Wayne Junction, Mich., Peak, Tenn.,	June 29, 1936 June 30, 1936 July 5, 1936 July 11, 1936
ago, Rock Island & Pacific Railway, ouri Pacific Railroad, ouri Pacific Railroad, aylvania Railroad,	Butterfield, Ark., Myrtle, Ark., Oak Junction, Ark., Vandegrift, Pa.,	July 13, 1936 July 14, 1936 July 15, 1936 July 21, 1936
timore & Ohio Railroad, hville, Chattanooga & St. Louis Railway, aylvania Railroad, ago Great Western Railroad,	Clay City, Ill., Janta, Ga., Vannort, Pa., Mingo, Iowa,	July 28, 1936 August 9, 1936 September 1, 1936 September 8, 1936
ouri-Kansas-Texas Railroad, ton and Maine Railroad, timore & Ohio Railroad, inois Central Railroad,	Klondike, Mo., Mechanicville, N.Y., Stamnton, Va., Toone, Tenn.,	September 10, 1936 September 14, 1936 September 14, 1936 September 15, 1936
Arbor Railroad, e Railroad, ding Company, aylvania Railroad,	Urania, Mich., Glen Echo, Ohio, Preston Junction, Pa., Menlo Park, N.J.,	September 30, 1936 October 13, 1936 October 21, 1936 October 26, 1936
ago, Burlington & Quincy Railroad, isville & Nashville Railroad, tern Pacific Railroad, isiana & Arkansas Railway,	Omar, Colo., Altro, Ky., Franklin, Calif., Grant, La.,	October 27, 1936 November 7, 1936 November 8, 1936 November 9, 1936
Louis Southwestern Railway of Texas, hison, Topeka & Santa Fe Railway, eburgh & West Virginia Railway, on-Pacific Railroad,	Granby, Tex., Kingman, Ariz., West Belt Junction, Pa., Decker, Colo.,	November 18, 1936 November 19, 1936 November 19, 1936 November 21, 1936
Louis Southwestern Railway, aylvania Railroad, aylvania Railroad, inois Central Railroad,	Backner, Ark., North Jackson, Ind., Springdale, Pa., Champaign, Ill.,	November 25, 1936 November 29, 1936 December 2, 1936 December 3, 1936
ago Great Western Railroad,	Boyd, Iowa, Little York, N.Y.,	December 13, 1936 December 20, 1936



62	1947	Missouri Pacific Railroad,	Adrian, Mo.,	December 2, 1934	67	2047	Southern Pacific Company
62	1949	Long Island Railroad,	Vandewater Park, Long Island, N.Y.,	December 4, 1934	67	2048	Baltimore and Ohio Railroad,
62	1951	Chicago & North Western Railway,	Owatonna, Minn.,	December 8, 1934	67	2050	Chicago, Rock Island & Pacific Railway
62	1952	Chicago, Burlington & Quincy Railroad	Freeborn, Ill.,	December 8, 1934	67	2051	Boston & Maine Railroad,
62	1954	Union Terminal Company,	Dallas, Tex.,	December 17, 1934	67	2055	Pennsylvania Railroad,
62	1955	Baltimore & Ohio Railroad,	Big Gunpowder, Md.,	December 18, 1934	68	2060	Chesapeake & Ohio Railway,
62	1956	Mobile and Ohio Railroad,	Tric, Ala.,	December 20, 1934	68	2062	St. Louis, Brownsville & Mexico Ry., N
62	1959	Southern Railway,	Edwardsville, Ala.,	January 5, 1935	68	2064	Central Vermont Railway,
63	1964	Pennsylvania Railroad,	Edgewood, Md.,	February 5, 1935	68	2065	Wheeling & Lake Erie Railway,
63	1965	New York Central Railroad,	Kilo, Ohio,	February 7, 1935	68	2066	Fort Dodge, Des Moines and Southern Ra
63	1967	Seaboard Air Line Railway,	Cecil, Ala.,	February 17, 1935	68	2067	Lehigh Valley Railroad,
63	1969	Nashville, Chattanooga & St. Louis Railway,	Lexington, Tenn.,	February 23, 1935	68	2069	Southern Railway,
63	1970	Virginian Railway,	Wriston, W. Va.,	February 25, 1935	68	2070	Chicago, Indianapolis & Louisville Rai
63	1971	Missouri Pacific Railroad,	Cunningham Spur, Ark.,	February 25, 1935	68	2071	New York, Chicago & St. Louis Railroad
63	1972	Gilchfield Railroad,	Tooeane, W. C.,	March 20, 1935	68	2072	Pennsylvania Railroad,
63	1973	Missouri Pacific Railroad,	Shields, Kans.,	March 26, 1935	68	2073	Missouri Pacific Railroad,
63	1974	New York Central Railroad,	Corning, N.Y.,	March 27, 1935	68	2074	Chicago, Burlington & Quincy Railroad,
64	1975	Chicago, Rock Island & Pacific Railway,	Ottawa, Ill.,	April 4, 1935	68	2075	International-Great Northern Railroad,
64	1976	Chicago, Rock Island & Pacific Railway,	Tiffin, Iowa,	April 4, 1935	69	2076	Michigan Central Railroad,
64	1979	Louisville & Nashville Railroad,	Jemison, Ala.,	April 14, 1935	69	2080	Southern Railway,
64	1980	Erie Railroad,	MQ Crossing, N.Y.,	April 25, 1935	69	2081	Chicago, Rock Island & Pacific Railway
64	1981	Missouri-Kansas-Texas Railroad,	Cross (Parsons), Kans.,	April 26, 1935	69	2082	Missouri Pacific Railroad,
64	1982	Denver & Salt Lake Railway,	Tolland, Colo.,	May 2, 1935	69	2083	Missouri Pacific Railroad,
64	1983	Illinois Central Railroad,	Rust, Ill.,	May 9, 1935	69	2085	Pennsylvania Railroad,
64	1984	Central of Georgia Railway,	Batesville, Ala.,	May 12, 1935	69	2088	Baltimore & Ohio Railroad,
64	1985	Tamco & Mississippi Valley Railroad, and Illinois Central System,	Steven, La.,	May 18, 1935	69	2090	Nashville, Chattanooga & St. Louis Rai
64	1986	Chesapeake & Ohio Railway,	South Fayette, W. Va.,	May 21, 1935	69	2092	Pennsylvania Railroad,
64	1987	Chesapeake & Ohio Railway,	Gulfee, Ky.,	May 29, 1935	69	2094	Chicago Great Western Railroad,
64	1988	Western Pacific Railroad,	Red Rock, Calif.,	June 9, 1935	69	2095	Missouri-Kansas-Texas Railroad,
64	1989	Chicago, Rock Island & Pacific Railway, and Minneapolis & St. Louis Railroad,	Morning Sun, Iowa,	June 13, 1935	69	2098	Boston and Maine Railroad,
64	1990	Texas and Pacific Railway,	T. & P. Jct. (Dallas) Tex.,	June 14, 1935	69	2099	Baltimore & Ohio Railroad,
64	1991	Missouri Pacific Railroad,	Little Rock, Ark.,	June 23, 1935	69	2100	Illinois Central Railroad,
65	1992	Denver & Rio Grande Western Railroad,	Geneva, Utah,	July 3, 1935	69	2103	Ann Arbor Railroad,
65	1995	Northern Pacific Railway,	Welland, Wash.,	July 17, 1935	70	2104	Erie Railroad,
65	1996	Missouri Pacific Railroad,	Sheldon, Mo.,	July 20, 1935	70	2105	Reading Company,
65	1997	Missouri-Kansas-Texas Railroad of Texas,	Brucerville, Tex.,	July 31, 1935	70	2106	Pennsylvania Railroad,
65	1999	Pure Marquette Railway,	Riverdale, Mich.,	August 3, 1935	70	2107	Chicago, Burlington & Quincy Railroad,
65	2000	Denver & Rio Grande Western Railroad,	Ruby, Colo.,	August 4, 1935	70	2109	Louisville & Nashville Railroad,
65	2001	Denver & Rio Grande Western Railroad,	Wears Junction, Colo.,	August 6, 1935	70	2110	Western Pacific Railroad,
65	2002	Southern Pacific Company,	Cochran, Ore.,	August 6, 1935	70	2111	Louisiana & Arkansas Railway,
65	2004	Chicago, Rock Island & Pacific Railway,	Elmd, Mo.,	August 12, 1935	70	2116	St. Louis Southwestern Railway of Texas
65	2005	Pennsylvania Railroad, and Wheeling & Lake Erie Railway,	Valley Junction, Ohio,	August 20, 1935	70	2117	Atchison, Topeka & Santa Fe Railway,
65	2006	Denver & Rio Grande Western Railroad,	Cameo, Colo.,	August 31, 1935	70	2118	Pittsburgh & West Virginia Railway,
65	2007	Pennsylvania Railroad,	Falton, Del.,	September 6, 1935	70	2119	Union Pacific Railroad,
65	2008	Chesapeake & Ohio Railway,	Pemberton, Va.,	September 9, 1935	70	2122	St. Louis Southwestern Railway,
65	2009	Chesapeake & Ohio Railway,	Warren, Va.,	September 10, 1935	70	2123	Pennsylvania Railroad,
65	2010	Tamco & Mississippi Valley Railroad, and Illinois Central System,	West Monroe, La.,	September 14, 1935	70	2124	Pennsylvania Railroad,
65	2011	Chicago & North Western Railway,	Roxby, Nebr.,	September 18, 1935	70	2125	Illinois Central Railroad,
65	2013	New York, New Haven & Hartford Railroad,	Westport, Conn.,	September 27, 1935	70	2126	Chicago Great Western Railroad,
66	2016	Baltimore & Ohio Railroad,	Frederick Junction, Md.,	November 4, 1935	70	2129	Delaware, Lackawanna & Western Railroad
66	2017	Denver & Salt Lake Railway,	Hollinsville, Colo.,	November 5, 1935	70	2130	New York, Chicago & St. Louis Railroad,
66	2020	Pennsylvania Railroad,	Jessett, Ohio,	November 14, 1935	71	2131	Chicago, Burlington & Quincy Railroad,
66	2021	Southern Railway,	Jackson, Ga.,	November 20, 1935	71	2132	Atchison, Topeka & Santa Fe Railway,
66	2023	Oregon-Washington Railroad & Navigation Co., Union Pacific System,	So. Junction, Ore.,	December 4, 1935	71	2134	Pittsburgh & Lake Erie Railroad,
66	2026	Virginian Railway,	Cirtsville, W. Va.,	December 14, 1935	71	2135	Lehigh Valley Railroad,
66	2027	Spokane, Portland & Seattle Railway,	Lyle, Wash.,	December 17, 1935	71	2136	Wabash Railway,
66	2028	Northern Pacific Railway,	Auburn, Wash.,	December 19, 1935	71	2138	Southern Pacific Railroad,
67	2030	Missouri Pacific Railroad,	Lone Tree, Mo.,	January 4, 1936	71	2139	Missouri Pacific Railroad,
67	2031	New York Central Railroad,	Carter, N.Y.,	January 5, 1936	71	2140	Southern Railway,
67	2032	Canadian Pacific Railway,	Lowelltown, Mo.,	January 7, 1936	71	2142	Chicago, Rock Island & Pacific Railway,

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Richmond, Va.,  
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Northfield, Vt.,

Pryor, Ohio,  
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Tannery, Pa.,  
Efland, N.C.,

Putnamville, Ind.,  
Madison, Ill.,  
New Brunswick, N.J.,  
Valley Park, Mo.,

Blue Springs, Mo.,  
Kyle, Tex.,  
Wayne Junction, Mich.,  
Peak, Tenn.,

Butterfield, Ark.,  
Myrtle, Ark.,  
Osark Junction, Ark.,  
Vandergrift, Pa.,

Clay City, Ill.,  
Junta, Ga.,  
Vanport, Pa.,  
Mingo, Iowa,

Klondike, Mo.,  
Mechanicville, N.Y.,  
Stamton, Va.,  
Toone, Tenn.,

Urania, Mich.,  
Glen Echo, Ohio,  
Preston Junction, Pa.,  
Menlo Park, N.J.,

Osar, Colo.,  
Altro, Ky.,  
Franklin, Calif.,  
Grant, La.,

Granby, Tex.,  
Kingman, Ariz.,  
West Belt Junction, Pa.,  
Decker, Colo.,

Buckner, Ark.,  
North Judson, Ind.,  
Springdale, Pa.,  
Champaign, Ill.,

Myrd, Iowa,  
Little York, N.Y.,  
Hloomington, Ill.,  
Keamsburg, Colo.,

Ellinwood, Kans.,  
Wick Haven, Pa.,  
Phillipsburg, N.J.,  
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QUARTERLY SUMMARY NUMBER	INVESTI- GATION NUMBER	NAME OF CARRIER (3)	LOCATION (4)	DATE (5)	QUARTERLY SUMMARY NUMBER	INVESTI- GATION NUMBER	NAME OF (3)
71	2143	Western Maryland Railway,	Oldtown, Md.,	February 9, 1937	75	2260	Illinois Central System,
71	2144	Pittsburgh & Lake Erie Railroad,	Pittsburgh, Pa.,	February 11, 1937	75	2262	Southern Pacific Company,
71	2147	Erie Railroad,	Decatur, Ind.,	February 14, 1937	75	2263	Minneapolis, St. Paul & Sault Ste.
71	2149	Baltimore & Ohio Railroad,	Hutchinson, W. Va.,	February 16, 1937	76	2264	Chicago Great Western Railroad,
71	2151	Northern Pacific Railway,	Pingree, N. Dak.,	February 22, 1937	76	2266	Missouri-Kansas-Texas Railroad,
71	2152	Cleveland, Cincinnati, Chicago & St. Louis Railway,	McCoy, Ind.,	February 22, 1937	76	2269	Chicago, Rock Island & Pacific Rail
71	2153	New York, Chicago & St. Louis Railroad,	Stony Island, Ill.,	March 3, 1937	76	2270	Louisville & Nashville Railroad,
71	2154	Atlanta, Birmingham & Coast Railroad, Louisville & Nashville Railroad,	Helena, Ala.,	March 6, 1937	76	2273	Boston & Maine Railroad,
71	2155	New York, Chicago & St. Louis Railroad,	St. Marys, Ohio,	March 6, 1937	76	2274	Pennsylvania Railroad,
71	2156	Pennsylvania Railroad,	Hairsville, Pa.,	March 6, 1937	76	2276	Yasco & Mississippi Valley Railroad
71	2157	Paro Marquette Railway,	Michigan City, Ind.,	March 7, 1937	76	2277	Fort Worth & Denver City Railway,
71	2158	Mobile & Ohio Railroad,	Okolona, Miss.,	March 14, 1937	76	2280	Pennsylvania Railroad,
71	2160	Minneapolis, St. Paul & Sault Ste. Marie Railway,	Fullerton, N. Dak.,	March 17, 1937	77	2281	Pennsylvania Railroad,
71	2161	Southern Pacific Railroad,	Eliot, Calif.,	March 18, 1937	77	2282	Pennsylvania Railroad,
71	2162	Union Pacific Railroad,	Minidoka, Idaho,	March 19, 1937	77	2283	Delaware & Hudson Railroad,
71	2163	Norfolk & Western Railway,	Flat Top, Va.,	March 21, 1937	77	2284	Chesapeake & Western Railway,
71	2166	Colorado & Southern Railway,	Royce, N. Mex.,	March 26, 1937	77	2286	Chicago, Rock Island & Pacific Rail
72	2167	Atlantic Coast Line Railroad,	Childs, Fla.,	April 2, 1937	77	2291	Southern Pacific Railroad,
72	2168	Missouri-Kansas-Texas Railroad,	Stark, Kans.,	April 8, 1937	77	2293	Wheeling & Lake Erie Railway,
72	2169	Pennsylvania Railroad,	Rushville, Ind.,	April 16, 1937	77	2295	Boston and Maine Railroad,
72	2176	Illinois Central Railroad,	Hillside, Tenn.,	May 29, 1937	77	2297	Denver & Salt Lake Railway,
72	2177	Seaboard Air Line Railway,	Youngville, N.C.,	June 2, 1937	78	2298	Seaboard Air Line Railway and the A
72	2180	Grand Trunk Western Railroad,	Lansing, Mich.,	June 9, 1937	78	2300	Chicago, Rock Island & Pacific Rail
72	2181	Missouri-Kansas-Texas Railroad,	Noxie, Okla.,	June 12, 1937	78	2301	Chicago & North Western Railway,
72	2184	Missouri Pacific Railroad,	Jamestown, Kans.,	June 30, 1937	78	2302	Central of Georgia Railway,
73	2186	International-Great Northern Railroad,	Manchaca, Tex.,	July 12, 1937	78	2304	St. Louis-San Francisco Railway,
73	2187	Wheeling & Lake Erie Railway,	Jewett, Ohio,	July 16, 1937	78	2306	Chicago, Rock Island & Pacific Rail
73	2188	St. Louis-San Francisco Railway,	Winfield, Kans.,	July 20, 1937	78	2307	Boston & Maine Railroad,
73	2189	Pennsylvania Railroad,	Philadelphia, Pa.,	July 30, 1937	78	2308	Illinois Central Railroad,
73	2191	Cincinnati, New Orleans & Texas Pacific Railway; Southern Railway System,	Sale Creek, Tenn.,	August 2, 1937	78	2310	Southern Pacific Company,
73	2193	Northwestern Pacific Railroad,	Camp Nine, Calif.,	August 6, 1937	78	2311	Atlantic Coast Line Railroad,
73	2194	Lehigh Valley Railroad,	Vezit Junction, Pa.,	August 9, 1937	78	2314	Southern Pacific Company,
73	2195	Pennsylvania Railroad,	New Galilee, Pa.,	August 18, 1937	78	2315	Denver & Rio Grande Western Railroad
73	2196	Baltimore & Ohio Railroad,	Cannelburg, Ind.,	August 24, 1937	78	2316	Erie Railroad,
73	2197	Chesapeake & Ohio Railway,	O.X. Cabin, Ky.,	August 25, 1937	78	2319	Baltimore & Ohio Railroad,
73	2199	Denver & Rio Grande Western Railroad,	Grand Valley, Colo.,	September 8, 1937	78	2320	Illinois Central Railroad,
73	2200	Chicago, Burlington & Quincy Railroad,	Wendel, Ill.,	September 24, 1937	79	2322	Chicago & North Western Railway,
74	2202	Chicago, Rock Island & Pacific Railway,	Liberal, Kans.,	October 2, 1937	79	2324	Terminal Railroad Association of St.
74	2203	Missouri Pacific Railroad,	Gale, Ill.,	October 3, 1937	79	2325	Illinois Central Railroad,
74	2204	Cleveland, Cincinnati, Chicago & St. Louis Railway,	Cobb, Ind.,	October 6, 1937	79	2327	Southern Railway,
74	2206	Louisville & Nashville Railroad,	Grastwood, Ky.,	October 15, 1937	79	2328	Central of Georgia Railway,
74	2207	Western Maryland Railway,	Brush Run, Pa.,	October 15, 1937	79	2329	Illinois Central Railroad and Chicago
74	2214	Wabash Railway,	La Fayette, Ind.,	October 25, 1937	79	2330	Lehigh Valley Railroad,
74	2215	Wabash Railway,	Catlin, Ill.,	October 26, 1937	79	2331	Union Pacific Railroad,
74	2216	Missouri-Kansas-Texas Railroad of Texas,	Troy, Tex.,	October 26, 1937	79	2332	St. Louis-San Francisco Railway,
74	2220	St. Louis Southwestern Railway of Texas,	Rusk, Tex.,	November 6, 1937	79	2333	Chicago Great Western Railroad,
74	2221	St. Louis San Francisco Railway,	Pierce City, Mo.,	November 9, 1937	79	2334	Chicago, Rock Island & Pacific Rail
74	2224	Union Pacific Railroad,	Brigham, Utah,	November 18, 1937	79	2336	Union Pacific Railroad and Northern
74	2227	Southern Pacific Company,	Kerman, Calif.,	November 23, 1937	79	2337	Chicago, Burlington & Quincy Railroad
74	2228	Wheeling & Lake Erie Railway,	Clyde, Ohio,	November 28, 1937	79	2338	Southern Pacific Company,
74	2229	Burlington-Rock Island Railroad,	Normangee, Tex.,	November 30, 1937	79	2339	Baltimore & Ohio Railroad,
74	2230	Baltimore & Ohio Railroad,	Great Cacapon, W. Va.,	December 1, 1937	80	2342	Alton Railroad,
74	2232	Yasco & Mississippi Valley Railroad, Illinois Central System,	Lake Cormorant, Miss.,	December 6, 1937	80	2343	Minneapolis, St. Paul & Sault Ste. &
74	2233	Seaboard Air Line Railway,	Arcadia, Fla.,	December 7, 1937	80	2344	Pittsburgh & West Virginia Railway,
74	2234	Chicago, St. Paul, Minneapolis & Omaha Railway,	Cornell, Wis.,	December 11, 1937	80	2345	Spokane, Portland & Seattle Railway,
74	2235	Southern Railway System,	Salvisa, Ky.,	December 12, 1937	80	2347	Pennsylvania Railroad,
74	2239	Seaboard, Portland & Seattle Railway					



NAME OF CARRIER (3)	LOCATION (4)	DATE (5)
Sault Ste. Marie Railway, railroad,	Carbondale, Ill., Loomis, Calif., Pond du Lac, Wis., Clare, Ill.,	March 12, 1938 March 26, 1938 March 28, 1938 April 3, 1938
ailroad, acific Railway, ailroad,	Atoka, Okla., Oak Forest, Ill., Elliston, Ky., East Somerville, Mass.,	April 10, 1938 April 20, 1938 April 24, 1938 May 31, 1938
Key Railroad, Illinois Central System, Railway,	Easton, Ohio, Clarksburg, Miss., Sawmwood, Tex., Cleveland, Ohio,	June 7, 1938 June 13, 1938 June 10, 1938 June 25, 1938
ad, y,	Elwood, Ind., Lawsonham, Pa., Hudson, Pa., Laymans, Va.,	July 11, 1938 July 21, 1938 July 21, 1938 July 30, 1938
acific Railway, d, lway, d,	Altoona, Iowa, Jasper, Oregon, Unionvale, Ohio, East Deerfield, Mass.,	August 3, 1938 September 12, 1938 September 16, 1938 September 20, 1938
y, y and the Atlantic Coast Line Railroad, acific Railway, Railway,	Lowell, Colo., Archer, Fla., Kashburn, Iowa, Maribel, Wis.,	September 27, 1938 October 6, 1938 October 15, 1938 October 18, 1938
y, Railway, acific Railway, and Chicago, Burlington & Quincy RR.	Holt, Ga., Rotan, Ark., Council Bluffs, Iowa, Charlemont, Mass.,	October 21, 1938 October 27, 1938 November 6, 1938 November 7, 1938
d, road,	Belmont, Miss., Reno, Nevada, Florence, S.C., Erickson, Calif.,	November 9, 1938 November 19, 1938 November 25, 1938 November 15, 1938
erh Railroad,	Riverton, Utah, Howells Junction, N.Y., Hope, Ohio, Marissa, Ill.,	December 1, 1938 December 5, 1938 December 26, 1938 December 29, 1938
Railway, ation of St. Louis, d,	Evansville, Wis., Madison, Ill., Robbs Spur, Ill., Paint Rock, N.C.,	January 2, 1939 January 27, 1939 January 29, 1939 February 3, 1939
y, d and Chicago, Milwaukee, St. Paul & Pacific RR,	Sargent, Ga., Charles City, Iowa, Jutland, N.J., Chard, Wash.,	February 7, 1939 February 9, 1939 February 10, 1939 February 15, 1939
Railway, ilroad, acific Railway, nd Northern Pacific Railway,	Quincy, Miss., Tennant, Iowa, Brandt, S. Dak., Attalia, Wash.,	February 16, 1939 February 18, 1939 February 20, 1939 February 27, 1939
ancy Railroad, d,	Beverly, Mo., Caliente, Calif., Point of Rocks, Md., Summit, Ill.,	February 28, 1939 March 20, 1939 March 20, 1939 April 1, 1939
Sault Ste. Marie Railway, a Railway, le railway,	Superior, Wis., Rockdale, N. Va.,	April 8, 1939 April 9, 1939

71	2153	New York, Chicago & St. Louis Railroad,	Story Island, Ill.,	March 3, 1937	76	2270	Louisville & Nashville Railroad,
71	2154	Atlanta, Birmingham & Coast Railroad, Louisville & Nashville Railroad,	Malone, Ala.,	March 6, 1937	76	2273	Boston & Maine Railroad,
71	2155	New York, Chicago & St. Louis Railroad,	St. Marys, Ohio,	March 6, 1937	76	2274	Pennsylvania Railroad,
71	2156	Pennsylvania Railroad,	Blairsville, Pa.,	March 6, 1937	76	2276	Yazoo & Mississippi Valley
71	2157	Pure Marquette Railway,	Michigan City, Ind.,	March 7, 1937	76	2277	Fort Worth & Denver City &
71	2158	Mobile & Ohio Railroad,	Okmulgee, Miss.,	March 14, 1937	76	2280	Pennsylvania Railroad,
71	2160	Minneapolis, St. Paul & Sault Ste. Marie Railway,	Fullerton, N. Dak.,	March 17, 1937	77	2281	Pennsylvania Railroad,
71	2161	Southern Pacific Railroad,	Ellet, Calif.,	March 18, 1937	77	2282	Pennsylvania Railroad,
71	2162	Union Pacific Railroad,	Minidoka, Idaho,	March 19, 1937	77	2283	Delaware & Hudson Railroad,
71	2163	Norfolk & Western Railway,	Flat Top, Va.,	March 21, 1937	77	2284	Chesapeake & Eastern Railway,
71	2166	Colorado & Southern Railway,	Royce, N. Mex.,	March 26, 1937	77	2286	Chicago, Rock Island & Pac.
72	2167	Atlantic Coast Line Railroad,	Childs, Fla.,	April 2, 1937	77	2291	Southern Pacific Railroad,
72	2168	Missouri-Kansas-Texas Railroad,	Stark, Kans.,	April 8, 1937	77	2293	Wheeling & Lake Erie Railw.
72	2169	Pennsylvania Railroad,	Rushville, Ind.,	April 16, 1937	77	2295	Boston and Maine Railroad,
72	2176	Illinois Central Railroad,	Hillside, Tenn.,	May 29, 1937	77	2297	Denver & Salt Lake Railway,
72	2177	Seaboard Air Line Railway,	Youngville, N.C.,	June 2, 1937	78	2298	Seaboard Air Line Railway,
72	2180	Grand Trunk Western Railroad,	Lansing, Mich.,	June 9, 1937	78	2300	Chicago, Rock Island & Pac.
72	2181	Missouri-Kansas-Texas Railroad,	Nowis, Okla.,	June 12, 1937	78	2301	Chicago & North Western Rail
72	2184	Missouri Pacific Railroad,	Jamestown, Kans.,	June 30, 1937	78	2302	Central of Georgia Railway,
73	2186	International-Great Northern Railroad,	Manhacha, Tex.,	July 12, 1937	78	2304	St. Louis-San Francisco Rail
73	2187	Wheeling & Lake Erie Railway,	Jewett, Ohio,	July 16, 1937	78	2306	Chicago, Rock Island & Pac.
73	2188	St. Louis-San Francisco Railway,	Winfield, Kans.,	July 20, 1937	78	2307	Boston & Maine Railroad,
73	2189	Pennsylvania Railroad,	Philadelphia, Pa.,	July 30, 1937	78	2308	Illinois Central Railroad,
73	2191	Cincinnati, New Orleans & Texas Pacific Railway; Southern Railway System,	Sale Creek, Tenn.,	August 2, 1937	78	2310	Southern Pacific Company,
73	2193	Northwestern Pacific Railroad,	Camp Mine, Calif.,	August 6, 1937	78	2311	Atlantic Coast Line Railroad,
73	2194	Lehigh Valley Railroad,	Vexit Junction, Pa.,	August 9, 1937	78	2314	Southern Pacific Company,
73	2195	Pennsylvania Railroad,	New Galilee, Pa.,	August 18, 1937	78	2315	Denver & Rio Grande Western
73	2196	Baltimore & Ohio Railroad,	Cannelburg, Ind.,	August 24, 1937	78	2316	Erie Railroad,
73	2197	Chesapeake & Ohio Railway,	O.K. Cabin, Ky.,	August 29, 1937	78	2319	Baltimore & Ohio Railroad,
73	2199	Denver & Rio Grande Western Railroad,	Grand Valley, Colo.,	September 8, 1937	78	2320	Illinois Central Railroad,
73	2200	Chicago, Burlington & Quincy Railroad,	Wendel, Ill.,	September 24, 1937	79	2322	Chicago & North Western Rail
74	2202	Chicago, Rock Island & Pacific Railway,	Liberal, Kans.,	October 2, 1937	79	2324	Terminal Railroad Associati
74	2203	Missouri Pacific Railroad,	Gale, Ill.,	October 3, 1937	79	2325	Illinois Central Railroad,
74	2204	Cleveland, Cincinnati, Chicago & St. Louis Railway,	Cobb, Ind.,	October 6, 1937	79	2327	Southern Railway,
74	2206	Louisville & Nashville Railroad,	Crestwood, Ky.,	October 15, 1937	79	2328	Central of Georgia Railway,
74	2207	Western Maryland Railway,	Brush Run, Pa.,	October 15, 1937	79	2329	Illinois Central Railroad,
74	2214	Wabash Railway,	La Fayette, Ind.,	October 25, 1937	79	2330	Lehigh Valley Railroad,
74	2215	Wabash Railway,	Catlin, Ill.,	October 26, 1937	79	2331	Union Pacific Railroad,
74	2216	Missouri-Kansas-Texas Railroad of Texas,	Troy, Tex.,	October 26, 1937	79	2332	St. Louis-San Francisco Rail
74	2220	St. Louis Southwestern Railway of Texas,	Rusk, Tex.,	November 6, 1937	79	2333	Chicago Great Western Railw.
74	2221	St. Louis San Francisco Railway,	Pierce City, Mo.,	November 9, 1937	79	2334	Chicago, Rock Island & Pac.
74	2224	Union Pacific Railroad,	Brigham, Utah,	November 18, 1937	79	2336	Union Pacific Railroad and
74	2227	Southern Pacific Company,	Kernan, Calif.,	November 23, 1937	79	2337	Chicago, Burlington & Quincy
74	2228	Wheeling & Lake Erie Railway,	Clyde, Ohio,	November 28, 1937	79	2338	Southern Pacific Company,
74	2229	Burlington-Rock Island Railroad,	Normangee, Tex.,	November 30, 1937	79	2339	Baltimore & Ohio Railroad,
74	2230	Baltimore & Ohio Railroad,	Great Cacapon, N. Va.,	December 1, 1937	80	2342	Alton Railroad,
74	2232	Yazoo & Mississippi Valley Railroad, Illinois Central System,	Lake Cormorant, Miss.,	December 6, 1937	80	2343	Minneapolis, St. Paul & Sault
74	2233	Seaboard Air Line Railway,	Arcadia, Fla.,	December 7, 1937	80	2344	Pittsburgh & West Virginia
74	2234	Chicago, St. Paul, Minneapolis & Omaha Railway,	Cornell, Wis.,	December 11, 1937	80	2345	Spokane, Portland & Seattle
74	2235	Southern Railway System,	Salvisa, Ky.,	December 12, 1937	80	2347	Pennsylvania Railroad,
74	2239	Spokane, Portland & Seattle Railway,	Mt. Pleasant, Wash.,	December 26, 1937	80	2348	Texas & Pacific Railway,
74	2240	Missouri Pacific Railroad,	Poplar Bluff, Mo.,	December 27, 1937	80	2349	Atlantic Coast Line Railroad,
74	2242	Missouri-Kansas-Texas Railroad,	Tryon, Okla.,	January 4, 1938	80	2350	Ann Arbor Railroad,
74	2244	Chicago, Milwaukee, St. Paul & Pacific Railroad,	Lanark, Ill.,	January 12, 1938	80	2351	Pennsylvania Railroad,
75	2246	Minneapolis, St. Paul & Sault Ste. Marie Railway,	Voltaire, N. Dak.,	January 20, 1938	80	2353	Norfolk and Western Railway,
75	2247	Chicago, Rock Island & Pacific Railway,	Waterloo, Iowa,	January 25, 1938	80	2354	Missouri Pacific Railroad,
75	2248	Chicago & North Western Railway,	Lake Bluff, Ill.,	February 3, 1938	80	2358	Missouri Pacific Railroad,
75	2252	Colorado & Southern Railway,	Folsom, N. Mex.,	February 16, 1938	80	2360	Delaware, Lackawanna & West
75	2253	St. Louis Southwestern Railway,	Roe, Ark.,	February 17, 1938	80	2361	Illinois Central Railroad,
75	2257	Chicago, Burlington & Quincy Railroad,	West Burlington, Iowa,	February 26, 1938	80	2365	Atlantic Coast Line Railw.
75	2258	Norfolk & Western Railway,	Hull, N. Va.,	March 3, 1938	80	2366	Chicago, Milwaukee, St. P.
75	2259	Louisville & Nashville Railroad,	Patto, N. Y.,	March 10, 1938	80	2367	Baltimore & Ohio Railway,

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February 10, 1939  
February 15, 1939

February 16, 1939  
February 18, 1939  
February 20, 1939  
February 27, 1939

February 28, 1939  
March 20, 1939  
March 20, 1939  
April 1, 1939

April 8, 1939  
April 9, 1939  
April 17, 1939  
April 30, 1939

May 1, 1939  
May 1, 1939  
May 18, 1939  
May 21, 1939

May 28, 1939  
May 28, 1939  
June 1, 1939  
June 3, 1939

June 4, 1939  
June 18, 1939  
June 26, 1939  
June 28, 1939





**Defendant's Exhibit No. 271 (Witness J.J. Sullivan)**  
**Feb. 5, 1941**

TABULATION OF DATA  
 PUBLISHED IN QUARTERLY SUMMARIES OF ACCIDENT INVESTIGATION REPORTS  
 INTERSTATE COMMERCE COMMISSION - BUREAU OF SAFETY  
 IN SO FAR AS IT RELATES TO ACCIDENTS INVOLVING PASSENGER TRAINS  
 IN THE UNITED STATES

YEARS 1934 TO 1939

BUREAU OF SAFETY QUARTERLY SUMMARY OF ACCIDENT INVESTIGATION REPORTS PERIOD COVERED	TOTAL NO. OF ACCIDENTS, ALL KINDS OF TRAINS INVESTIGATED	NUMBER OF ACCIDENTS INVOLVING PASSENGER TRAINS										TOTAL NUMBER OF PASSENGER TRAINS INVOLVED AS TO VARIOUS LENGTHS IN CASE										PRIMARY CAUSE OF ACCIDENT INVESTIGATED										NOT DEFI- NITELY DETER- MINED		
		TOTAL NUMBER INVOLVING PASSENGER TRAINS	COLLI- SIONS	DERAIL- MENTS	MISCL.	PERSONS			PASSEN- GERS	EM- PLOYES	ALL OTHERS	5 AND LESS	6 TO 10	11 TO 14	15 TO 24	OVER 24	TOTAL	DEFECTS IN OR FAILURE OF EQUIPMENT	DEFECTS IN OR IMPROPER MAINTENANCE OF RAY AND STRUCTURES	COLLISIONS WITH VEHICLES AT GRADE CROSSINGS	ALL OTHER CAUSES EXCEPT NEGLI- GENCE	NEGLECT OF EMPLOYEES								JOINT TWO OR MORE OTHER EMPLOYEES	TOTAL WHOLI- GENCE			
						KILLED	INJURED	CONDUCTORS AND BRAKEMEN														ENGINEERS AND FIREMEN	JOINT TRAINMEN AND ENGINEERS	DISPATCHERS AND OPERATORS	OTHER EMPLOYEES	TOTAL								
																											PASSEN- GERS	EM- PLOYES	ALL OTHERS				(a)	(b)
59 Jan to Mar 1934	24	12	3	9	-	9	14	4	62	35	10	7	6	1	1	-	15	1	-	5	1	-	3	2	-	-	-	-	-	-	5	-	-	
60 Apr to June "	13	5	2	3	-	1	5	-	4	10	1	5	1	-	-	-	6	-	-	-	2	1	1	-	-	-	-	-	-	-	3	-	-	
61 July to Sept "	17	11	1	8	-	1	12	8	167	19	18	5	1	4	2	-	12	-	-	4	3	1	2	1	-	-	-	-	-	-	4	-	-	
62 Oct to Dec "	23	10	3	7	-	2	16	1	75	20	14	5	1	-	-	-	11	-	1	1	5	2	1	1	-	-	-	-	-	-	3	1	-	
TOTAL YEAR 1934	77	38	11	27	-	13	47	13	510	84	43	22	11	10	3	-	44	1	1	9	11	2	8	5	-	-	-	-	-	-	13	1	-	
63 Jan to Mar 1935	16	9	4	4	1	-	5	2	230	49	24	3	4	1	1	1	10	1	-	1	1	1	3	2	-	-	-	-	-	-	6	-	-	
64 Apr to June "	17	5	4	-	1	-	3	14	25	11	18	3	-	2	-	-	5	-	-	1	-	-	3	1	-	-	-	-	-	-	4	-	-	
65 July to Sept "	22	6	2	3	1	6	7	3	76	38	13	3	1	1	-	1	6	-	-	2	1	-	1	-	-	-	-	-	-	-	-	3	-	-
66 Oct to Dec "	16	8	3	5	1	-	7	1	36	17	9	1	2	1	-	1	9	-	4	2	1	-	1	1	-	-	-	-	-	-	1	-	-	
TOTAL YEAR 1935	71	28	11	13	4	6	22	20	375	115	64	12	7	3	1	3	30	1	4	6	3	1	7	5	-	-	-	-	-	-	14	-	-	
67 Jan to Mar 1936	20	12	4	5	1	2	12	11	135	43	23	6	4	1	3	-	14	-	-	1	1	-	4	2	-	-	-	-	-	-	6	-	-	
68 Apr to June "	18	5	2	3	1	-	3	3	222	18	-	4	1	-	1	-	6	-	-	1	1	-	1	1	-	-	-	-	-	-	2	-	-	
69 July to Sept "	20	8	4	3	1	-	10	4	97	31	9	5	2	1	1	-	9	-	-	2	3	-	1	2	-	-	-	-	-	-	-	3	-	-
70 Oct to Dec "	27	10	5	5	-	11	11	3	152	24	15	6	4	1	2	-	11	1	1	2	3	-	1	2	-	-	-	-	-	-	-	5	-	-
TOTAL YEAR 1936	105	35	17	13	3	16	34	21	686	116	47	21	11	3	7	-	42	1	3	7	8	-	9	7	-	-	-	-	-	-	-	16	-	-
71 Jan to Mar 1937	36	11	7	7	2	-	9	3	110	28	11	5	1	4	1	-	11	1	-	4	3	1	1	1	-	-	-	-	-	-	-	3	-	-
72 Apr to June "	18	8	3	5	-	-	5	-	130	22	14	5	1	1	2	-	9	1	1	-	1	1	3	1	-	-	-	-	-	-	-	5	-	-
73 July to Sept "	17	6	4	2	-	-	3	-	242	29	1	1	1	3	2	-	7	-	-	1	-	1	3	1	-	-	-	-	-	-	-	-	-	-
74 Oct to Dec "	19	12	7	11	3	3	12	14	182	38	51	10	5	4	2	1	22	-	3	4	-	-	3	1	-	-	-	-	-	-	-	6	-	-
TOTAL YEAR 1937	110	44	24	25	3	3	34	19	664	117	77	21	8	12	7	1	49	2	3	8	10	-	3	10	-	-	-	-	-	-	-	19	-	-
75 Jan to Mar 1938	22	12	7	5	-	3	14	3	110	27	12	7	4	2	2	-	15	-	-	3	-	1	4	2	-	-	-	-	-	-	-	9	-	-
76 Apr to June "	17	9	4	4	1	42	10	2	143	36	13	2	2	3	3	1	11	-	-	1	-	-	1	2	-	-	-	-	-	-	-	4	-	-
77 July to Sept "	17	9	5	4	-	9	9	2	209	51	14	1	5	1	3	-	12	1	-	1	3	1	-	2	-	-	-	-	-	-	-	-	-	-
78 Oct to Dec "	24	13	5	6	2	-	9	3	271	25	9	6	2	1	3	-	14	-	-	1	4	-	2	1	-	-	-	-	-	-	-	4	-	-
TOTAL YEAR 1938	80	41	21	19	3	54	38	10	735	141	48	16	13	11	11	1	52	1	4	7	10	2	7	7	-	-	-	-	-	-	-	21	-	-
79 Jan to Mar 1939	20	10	5	4	1	-	9	2	120	20	17	5	2	3	1	-	10	-	-	1	-	3	1	3	1	-	-	-	-	-	-	6	-	-
80 Apr to June "	26	12	4	6	2	-	6	1	167	31	10	5	3	2	2	-	12	1	-	1	4	-	3	3	1	-	-	-	-	-	-	6	-	-
81 July to Sept "	17	11	5	6	-	10	19	-	492	67	21	5	-	4	4	1	14	-	-	1	-	3	1	2	3	-	-	-	-	-	-	7	-	-
82 Oct to Dec "	18	13	6	5	-	1	6	-	120	38	25	3	3	5	1	-	12	-	-	1	-	1	1	1	1	1	-	-	-	-	-	8	-	-
TOTAL YEAR 1939	81	44	20	21	3	13	40	3	899	156	65	18	7	14	8	1	48	1	4	5	7	3	9	10	-	-	-	-	-	-	-	27	-	-
GRAND TOTAL SIX YEARS		520	232	96	120	16	105	217	86	3,709	729	350	110	57	57	37	6	267	7	21	42	49	10	50	40	-	3	-	-	-	-	112	1	-

SUMMARY OF CAUSES OF ACCIDENTS INVESTIGATED, CASUALTIES, AND NUMBER OF PASSENGER TRAINS OF VARIOUS LENGTHS INVOLVED

	PER CENT OF TOTAL ACCIDENTS (17)	NUMBER OF ACCIDENTS (18)	PERSONS						TOTAL NO. OF PASSENGER TRAINS OF VARIOUS LENGTHS IN CASE							TOTAL NUMBER OF TRAINS			
			KILLED			INJURED			5 AND LESS (26)	6 TO 10 (27)	11 TO 14 (28)	15 TO 24 (29)	OVER 24 (30)	TOTAL (31)	14 CARS AND LESS		OVER 14 CARS		
			PASSENGERS (19)	EMPLOYEES (20)	ALL OTHERS (21)	PASSENGERS (22)	EMPLOYEES (23)	ALL OTHERS (24)							NUMBER (32)	PER CENT (33)	NUMBER (34)	PER CENT (35)	
I. Negligence of employee	48.3	112	44	95	7	2 504	449	142	42	30	31	16	3	142	139	97.7	3	2.3	
II. Defects in or failures of equipment	3.0	7	1	-	2	108	10	9	2	2	1	2	-	7	7	100.0	-	-	
III. Defects in or improper maintenance of way	9.1	21	3	10	3	384	49	37	9	3	7	4	-	23	23	100.0	-	-	
IV. Collisions with vehicles at grade crossings	18.1	42	3	41	67	239	78	44	20	8	10	4	2	43	42	97.7	1	2.3	
V. Miscellaneous	21.5	50	54	70	7	554	143	74	17	14	8	11	2	52	50	96.2	2	3.8	



61 Jan to Mar 1935	16	9	4	4	1	-	5	2	238	49	24	3	4	1	1	1	10	-	-	-	-	-	-	-	-	-	-	15	1
64 Apr to June	19	5	4	-	1	-	3	14	25	11	18	3	-	2	-	-	5	1	-	1	1	1	3	2	-	-	-	-	-
65 July to Sept	22	6	2	3	1	-	6	3	76	38	13	3	1	1	-	1	6	-	-	2	1	-	1	1	-	-	-	4	-
66 Oct to Dec	16	8	1	6	1	-	7	3	36	17	9	3	2	3	-	1	2	-	-	4	1	-	1	1	-	-	-	3	-
TOTAL YEAR 1935	71	28	11	13	4	-	22	20	375	113	64	12	7	7	1	3	30	1	4	6	3	1	7	5	-	-	-	14	-
67 Jan to Mar 1936	28	12	6	5	1	-	2	12	135	43	23	6	4	1	3	-	14	-	-	2	3	-	4	2	-	-	-	4	-
68 Apr to June	18	5	2	2	1	-	3	1	222	18	18	4	1	-	-	-	6	-	-	1	1	-	1	2	-	-	-	4	-
69 July to Sept	28	8	4	3	1	-	10	4	97	31	9	5	2	1	1	-	9	-	-	1	3	-	1	2	-	-	-	2	-
70 Oct to Dec	27	10	5	3	-	-	13	11	152	24	15	6	4	1	2	-	11	1	-	2	3	-	1	2	-	-	-	3	-
TOTAL YEAR 1936	101	35	17	15	3	-	18	34	406	116	67	21	11	5	7	-	42	1	3	7	8	-	9	7	-	-	-	16	-
71 Jan to Mar 1937	36	11	2	7	2	-	9	3	110	38	11	5	1	4	1	-	21	1	-	4	3	1	1	1	-	-	-	3	-
72 Apr to June	18	8	3	5	-	-	5	-	130	22	14	5	1	1	2	-	9	1	-	-	-	-	-	-	-	-	-	-	-
73 July to Sept	17	6	4	2	-	-	3	-	242	29	1	1	1	3	2	-	7	-	-	1	1	1	3	1	-	-	-	5	-
74 Oct to Dec	20	12	7	11	1	-	17	16	182	36	51	10	5	4	2	1	22	-	-	1	6	1	3	1	-	-	-	6	-
TOTAL YEAR 1937	110	44	16	25	3	-	34	19	664	117	77	21	8	12	7	1	49	2	3	6	10	3	10	6	-	-	-	19	-
75 Jan to Mar 1938	22	12	7	5	-	-	3	14	110	29	12	7	4	2	2	-	15	-	-	3	-	1	4	2	1	-	-	9	-
76 Apr to June	17	9	4	4	1	-	42	10	2	143	36	13	2	2	3	1	11	-	-	1	1	1	1	2	-	-	-	4	-
77 July to Sept	17	9	5	4	-	-	9	9	209	31	34	1	5	3	3	-	12	1	-	1	3	1	-	2	-	-	-	4	-
78 Oct to Dec	24	13	5	6	2	-	5	1	271	25	9	6	2	3	1	-	14	-	-	2	4	-	2	1	-	-	-	4	-
TOTAL YEAR 1938	80	43	21	19	3	-	54	38	733	141	68	16	13	11	1	1	52	1	4	7	10	2	7	1	1	-	-	4	-
79 Jan to Mar 1939	20	10	5	4	1	-	9	2	120	30	17	5	1	3	1	-	10	-	-	-	3	1	3	1	-	-	-	6	-
80 Apr to June	26	12	4	6	2	-	6	1	167	31	10	5	3	2	2	-	12	1	-	4	-	-	-	3	-	-	-	6	-
81 July to Sept	17	11	5	6	-	-	10	19	472	67	21	5	-	4	4	1	14	1	-	1	3	1	3	3	-	-	-	7	-
82 Oct to Dec	18	11	6	5	-	-	6	-	120	36	21	1	1	5	1	-	12	-	-	1	1	1	1	1	-	-	-	7	-
TOTAL YEAR 1939	81	44	20	21	3	-	13	40	899	156	69	18	7	14	8	1	48	1	4	5	7	2	9	10	1	-	-	7	-
GRAND TOTAL SIX YEARS	520	232	96	130	16	-	105	217	84	3 789	729	350	110	57	37	6	267	7	21	42	49	10	50	40	3	6	3	112	1

SUMMARY OF CAUSES OF ACCIDENTS INVESTIGATED, CASUALTIES, AND NUMBER OF PASSENGER TRAINS OF VARIOUS LENGTHS INVOLVED

	PER CENT OF TOTAL ACCIDENTS (77)	NUMBER OF ACCIDENTS (68)	PERSONS						TOTAL NO. OF PASSENG. TRAINS OF VARIOUS LENGTHS IN CASES							TOTAL NUMBER OF TRAINS			
			KILLED			INJURED			5 AND LESS (14)	6 TO 8 (11)	9 TO 11 (14)	12 TO 14 (11)	OVER 14 (11)	TOTAL (68)	14 CARS AND LESS		OVER 14 CARS		
			PASSENGERS (14)	EMPLOYEES (11)	ALL OTHERS (33)	PASSENGERS (14)	EMPLOYEES (11)	ALL OTHERS (33)							NUMBER (14)	PER CENT (68)	NUMBER (11)	PER CENT (68)	
I. Negligence of employees	48.3	112	44	95	7	2 504	449	162	62	30	31	16	3	142	139	97.7	3	2.3	
II. Defects in or failures of equipment	3.0	7	1	-	2	108	10	9	2	2	1	2	-	7	7	100.0	-	-	
III. Defects in or improper maintenance of way	9.1	21	3	10	3	384	49	37	9	3	7	4	-	23	23	100.0	-	-	
IV. Collisions with vehicles at grade crossings	16.1	42	3	42	67	239	78	66	20	8	10	4	1	43	42	97.7	1	2.3	
V. Miscellaneous	21.5	50	54	70	7	554	145	76	17	14	8	11	2	52	50	96.2	2	3.8	
GRAND TOTAL	100.0	232	105	217	84	3 789	729	350	110	57	37	6	267	261	97.8	6	2.2		

BRIEF DESCRIPTION OF ACCIDENTS INVOLVING TRAINS WHICH CONSISTED OF MORE THAN 14 CARS

I. C. C.  
INVESTIGATION  
NUMBER

- 1973 A freight train consisting of 41 cars and a caboose collided with the third car from the engine of a 11 car passenger train which was entering a siding. No fatalities resulted, but injury to 35 passengers and 4 Pullman employees occurred. The accident was caused by the failure of the engineer of the freight train to control the speed of his train approaching the meeting point.
- 1993 The engine, its tender, and the first 8 cars of a 14 car passenger train were derailed, caused by a washout due to an unusually heavy local rainstorm. There were no fatalities; 18 passengers, 15 dining car employees, 1 train porter and 3 railroad employees were injured.
- 2085 The engine and first 7 cars of a 14 car passenger train were derailed when it collided with a motor truck at a grade crossing caused by the motor truck being driven upon the railroad crossing directly in front of the approaching train. There were no fatalities; 9 passengers, 7 dining car employees, 3 Pullman employees, and the driver of the truck were injured.
- 2215 A 5 car passenger train collided with the 13th car from the engine of a 20 car mill and passenger train which was passing over a cross-over, caused by the failure properly to control the speed of the 5 car train when passing a grade signal and approaching a cross-over at the end of double-track. There were no fatalities; the engineer and the baggage-master of the mill train and the conductor and fireman of the 5-car train were injured.
- 2465 The engine and 5 first cars, which had been detached from a 20 car mill train, derailed one of the mill cars while backing into a siding, caused by the separation of a switch point from the stock rail due to the throw-lever of the switch stand being unlatched. The head brakeman was fatally injured.
- 2574 A 14 car passenger train collided with the side of a 10 car passenger train at a railroad crossing at grade, caused by failure of the engineer to control the speed of a train in compliance with interlocking signals. One passenger and one employee were killed, and 16 passengers and 7 dining-car employees were injured.



[illegible]

6. Failure to obey a meet order	2086	Collision		4	1	34	10	4	2							
7. Issuance of a lap order	2107	Collision				12	4	2				1				
8. Failure to obey a meet order	2252	Collision		4		11	5	3	1							
9. Failure to obey a meet order	2279	Collision	1			64	13	5		1			1			
10. Excessive speed when entering an open switch to a siding because the instruction to take siding was omitted from the train order delivered to the train involved	2373	Collision				30	4	1	1			1				
	2398	Derailment				6	5	1	1							
<b>TOTAL - NEGLIGENCE - TRAIN ORDERS</b>						7	14	1	205	48	22	7	2	4	1	14
<b>(B) Fixed Signals:</b>																
1. Failure of the engineer of the second train properly to obey signal indications	1928	Collision		1		295						1		1		
2. Failure of the engineer of one of the trains properly to obey signal indications, probably due to either misjudgment of speed or of braking distance	1943	Collision		1		9	3	3	1	1						
3. Failure of an engineer properly to observe and obey the stop indication of a train-order and manual block signal	1957	Collision		3		29	3							2		
4. Failure of an engineer to obey signal indications	1963	Collision				79	14		1	1						
5. Failure of the train to be operated in accordance with signal indications ...	1966	Derailment				47	17	9						1		
6. Failure properly to observe and obey signal indications governing the movement of the freight train	1981	Collision		2		3	1		1							
7. Failure of the engineer of the _____ train properly to observe and obey a signal indication governing the movement of his train over a railroad crossing	1989	Collision		1		8	4		1							
8. Failure of the engineer of the passenger train properly to control the speed of his train when approaching interlocking limits and to obey the stop indication of the home signal	1990	Collision				6								1		
9. Failure of the engineer of the freight train properly to observe and obey the stop indication of a dwarf signal	2037	Collision				2	6	1		1						
10. Failure of an engineer and a fireman properly to observe and obey signal indications	2040	Collision				39	5	10							2	
11. Failure of an engineer properly to observe and obey a stop signal indication	2073	Collision				187	13			1						
12. Failure properly to observe and obey automatic block signal indications	2185	Collision				196	17	1						1	1	
13. Failure to operate the freight train in accordance with interlocking signal indications	2189	Collision				2	3								1	
14. Failure of the following train properly to observe and obey signal indications	2245	Collision			1		1		2							
15. Failure to obey a restricted-speed signal indication	2254	Collision				21	4	2		2				1		
16. Failure of second 59 to be operated in accordance with signal indications	2268	Collision				6	2	3						1	1	
17. Failure of the _____ train properly to observe and obey interlocking signal indications governing movement of the train over a railroad crossing	2336	Collision		2			3	1						1		
18. Failure to observe and to obey signal indications governing the movement of second 9	2360	Collision				9	2			1						
19. Train running off an open derail because of failure to observe and obey interlocking signal indications	2362	Derailment				8	10	1							1	
20. Failure to control the speed of the _____ train in compliance with interlocking signal indications	2374	Collision	1	1		16	2							1		1
21. Failure to operate PT-56 in accordance with interlocking signal indications	2387	Collision					5							1		
<b>TOTAL - NEGLIGENCE - FIXED SIGNALS</b>						1	11	1	962	115	31	6	6	11	7	1



CAUSE (a)	I.C.C. NO. (b)	KIND OF ACCIDENT (c)	PERSONS						NUMBER OF PASSENGER INJURY AS TO VARIOUS LENGTHS			
			KILLED			INJURED			5 AND LESS (j)	6 TO 8 (k)	9 TO 11 (l)	12 TO 14 (m)
			PASSENGER- CARS (d)	EN- GINES (e)	OTHERS (f)	PASSENGER- CARS (g)	EN- GINES (h)	OTHERS (i)				
<b>I. NEGLIGENCE OF EMPLOYEES:</b>												
<b>(C) Train Flagging:</b>												
1. Extra 5055 occupying the main track on the time of a first class train without proper flag protection	2142	Collision		2		31	3				1	
2. Failure to provide adequate flag protection for train No. 904	2170	Collision		1		6	1	1	1	1		
3. Failure of the crew of Extra 1554 properly to protect their train while making a cross-over movement on the time of a first-class train	2203	Collision		1		3	1	1	1			
4. Failure of a second-class train to provide flag protection when occupying the main track on the time of a first-class train	2299	Collision		2		6	1	3	1			
5. Inferior train occupying the main track without authority on the time of a following first-class train and not providing proper protection	2301	Collision				9	1	1	1			
6. Failure to provide adequate flag protection after having failed to clear the time of a first-class train	2366	Collision				23	3	2			1	
<b>TOTAL - NEGLIGENCE - TRAIN FLAGGING</b>		<b>6 ACCIDENTS</b>		<b>6</b>		<b>78</b>	<b>10</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>2</b>	
<b>(D) Hand Brakes:</b>												
1. Failure to apply a sufficient number of hand brakes to secure cars left on a yard track on a descending grade	2377	Derailment				2	4	3			1	
<b>TOTAL - NEGLIGENCE - HAND BRAKES</b>		<b>1 ACCIDENT</b>				<b>2</b>	<b>4</b>	<b>3</b>			<b>1</b>	<b>0</b>
<b>(E) Switches:</b>												
1. Switch being opened directly in front of an approaching train, for which the head brakeman of another train was responsible	1922	Derailment		2	1	11		2		1		
2. Open switch	1969	Collision				5	3		1			
3. Open switch	2250	Derailment		1			2		1			
4. Switch being opened directly in front of an approaching train	2294	Collision	8	3		132	1	6			1	1
5. Open switch	2323	Derailment					2		1			
<b>TOTAL - NEGLIGENCE - SWITCHES</b>		<b>5 ACCIDENTS</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>148</b>	<b>8</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>1</b>
<b>(F) Other Forms of Negligence:</b>												
<b>(1) Excessive Speed:</b>												
1. Train entering a 10° curve at a rate of speed for which the elevation of the outer rail did not provide and adequate margin of safety	1887	Derailment		2		10	4	2	1	1		
2. Excessive speed on a sharp curve	1897	Derailment	9	2		28	16	2	1			
3. Excessive speed on a sharp curve	1915	Derailment	1	2					1			
4. Failure of the conductor of the passenger train properly to control the speed of his train during a back-up movement	1916	Collision		1					1			
5. Excessive speed on a sharp curve	2038	Derailment	1	2		26	2	2		1		
6. Excessive speed on a sharp curve	2042	Derailment		2		2			1			
7. Excessive speed on a sharp curve	2135	Derailment		1		2		3			1	
8. Excessive speed on a sharp curve	2174	Derailment		1		83	12	5				1
9. Failure to control the speed of a train as required by signal indications, resulting in the train entering a short turnout at excessive speed, the route not having been properly lined for a main track movement due to obstruction of a spring switch	2183	Derailment					1		1			



1. Failure of the crew of Extra 1554 properly to protect their train while making a cross-over movement on the time of a first-class train	2203	Collision		1		3	1	1	1				
2. Failure of a second-class train to provide flag protection when occupying the main track on the time of a first-class train	2259	Collision		2		6	1	3	1				
3. Inferior train occupying the main track without authority on the time of a following first-class train and not providing proper protection	2301	Collision				9	1	1	1				
6. Failure to provide adequate flag protection after having failed to clear the time of a first-class train	2365	Collision				23	3	2				1	
TOTAL - NEGLIGENCE - TRAIN FLAGGING		6 ACCIDENTS		6		78	10	8	4	1	2		
(D) Hand Brakes:													
1. Failure to apply a sufficient number of hand brakes to secure cars left on a yard track on a descending grade	2377	Derailment				2	4	3				1	
TOTAL - NEGLIGENCE - HAND BRAKES		1 ACCIDENT				2	4	3				1	
(E) Switches:													
1. Switch being opened directly in front of an approaching train, for which the head brakeman of another train was responsible	1922	Derailment		2	1	11		2		1			
2. Open switch	1969	Collision				5	3			1			
3. Open switch	2250	Derailment		1			2			1			
4. Switch being opened directly in front of an approaching train	2294	Collision	8	3		132	1	6				1	1
5. Open switch	2323	Derailment					2			1			
TOTAL - NEGLIGENCE - SWITCHES		5 ACCIDENTS	8	6	1	148	8	8	3	1	1	1	1
(F) Other Forms of Negligence:													
(1) Excessive Speed:													
1. Train entering a 10° curve at a rate of speed for which the elevation of the outer rail did not provide and adequate margin of safety	1887	Derailment		2		10	4	2	1	1			
2. Excessive speed on a sharp curve	1897	Derailment	9	2		28	16	2	1				
3. Excessive speed on a sharp curve	1915	Derailment	1	2					1				
4. Failure of the conductor of the passenger train properly to control the speed of his train during a back-up movement	1916	Collision		1					1				
5. Excessive speed on a sharp curve	2038	Derailment	1	2		26	2	2		1			
6. Excessive speed on a sharp curve	2042	Derailment		2		2			1				
7. Excessive speed on a sharp curve	2131	Derailment		1		2		3				1	
8. Excessive speed on a sharp curve	2174	Derailment		1		83	12	5					1
9. Failure to control the speed of a train as required by signal indications, resulting in the train entering a short turnout at excessive speed, the route not having been properly lined for a main track movement due to obstruction of a spring switch	2183	Derailment					1		1				
10. Excessive speed on a sharp curve	2198	Derailment		1		1	2				1		
11. Failure properly to control the speed of No. 388 when passing a grade signal and approaching a cross-over at the end of double track	2212	Collision					4		1				
12. Failure properly to control the speed of a train after entering an occupied block under the "Stop; then Proceed" indication of an automatic-block signal	2226	Collision	1			31	3				2		
13. Failure to comply with the speed restriction governing entry to a siding	2256	Derailment		2		9	2		1				
14. Excessive speed on a sharp curve	2359	Derailment		2		9		3	1				
TOTAL - NEGLIGENCE - EXCESSIVE SPEED		14 ACCIDENTS	12	18		301	46	17	9	5	1	1	1

CAUSE (a)	I.C.C. NO. (b)	KIND OF ACCIDENT (c)	PERSONS						NUMBER OF PASSENGER TRAIN AS TO VARIOUS LENGTHS					
			KILLED			INJURED			5 AND LESS (j)	6 TO 8 (k)	9 TO 11 (l)	12 TO 14 (m)	15 OR MORE (n)	
			PASSEN- GERS (d)	EM- PLOYES (e)	OTHERS (f)	PASSEN- GERS (g)	EM- PLOYES (h)	OTHERS (i)						
<b>NEGLIGENCE OF EMPLOYEES:</b>														
<b>(F) Other Forms of Negligence: (Continued)</b>														
<b>(2) Joint Failure to Protect and Failure to Run With Caution in Yard Limits:</b>														
1. Failure to properly protect _____ switch engine 500 by flag, and by failure to operate _____ train No. 26 under proper control within yard limits	2182	Collision				7	1	2	1					
2. Failure of the passenger train to be operated under control in yard limits, and failure of the crew of the freight train fully to carry out the requirements of the flagging rule	2220	Collision		1		1		2	1					
3. Failure to provide proper protection for the preceding train, and by failure to control the speed of the following train properly	2400	Collision				3			1	1				
<b>TOTAL NEGLIGENCE - JOINT FAILURE TO PROTECT AND FAILURE TO RUN WITH CAUTION IN YARD LIMITS</b>				1		11	1	4	3	1				
<b>(3) Joint Failure to Protect and Disregard of Caution or Other Signal:</b>														
1. Primarily by the failure of an engineman properly to obey signal indications, while the passenger train "Lagan" did not go back as far as he could have gone in the time available	1964	Collision				32	12	6					1	
2. Failure of the passenger train to be operated in accordance with the requirements of a caution card in manual-block territory and the failure of the crew of the freight train to provide adequate flag protection	2215	Collision		2	1	1	2	7				1		
3. Failure to obey signal indications and the failure to furnish proper rear-end protection	2251	Collision				10	3	1				1	1	
4. Failure to operate the following train in accordance with signal indications, and by failure to provide adequate flag protection for the preceding train	2285	Collision	1			23	32					1	1	
5. Failure of Extra 843 to provide proper flag protection and by the failure to operate No. 325 in accordance with block-signal indications	2348	Collision				4	2	2		1				
6. Failure of the passenger train to be adequately protected by flag, and by the failure of the light engine to be operated in accordance with the signal indication	2357	Collision				15			1					
7. Failure to provide proper flag protection for the preceding train and by operation of the following train in automatic train-stop territory with the automatic train-stop and cab signal devices cut out, contrary to current instructions, resulting in an imperfectly displayed cab signal	2393	Collision				2	6					1		
<b>TOTAL NEGLIGENCE - JOINT FAILURE TO PROTECT AND DISREGARD OF CAUTION OR OTHER SIGNAL 7 ACCIDENTS</b>			1	2	1	87	57	16	1	1	4	3		
<b>(4) Failure to Identify Opposing Trains or to Clear Superior Trains:</b>														
1. Operation of the work train on short time against an opposing superior train	1902	Collision				8	4		1					
2. Crew of an inferior train over-looking the schedule of an opposing superior train	1925	Collision	1			7	5	3	1					
3. Failure of the freight train to clear the time of an opposing superior train	1995	Collision		1	1	6	3	4	1					
4. Failure to comply with a meet order, due to failure to identify an opposing train at the meeting point	2126	Collision		5		1	4	1	1					
5. Failure of a light engine to clear the scheduled time of an opposing superior train	2205	Collision		5		5		2	1					
6. Failure of an inferior train to clear the schedule time of an opposing superior train as required by rule	2297	Collision			1	16	9	1		1				
7. Failure of an extra train to clear the time of an opposing first-class train	2388	Collision				41	6	2		1				
<b>TOTAL NEGLIGENCE - FAILURE TO IDENTIFY OPPOSING TRAINS OR TO CLEAR SUPERIOR TRAINS 7 ACCIDENTS</b>			1	11	2	84	31	13	5	2				
<b>(5) Overrunning Scheduled Meeting Point, or Failure to Clear Switch at Meeting or Passing Point:</b>														
1. Failure of an engineman to stop at a meeting point and ascertain that the track was clear	1891	Collision				10	4			2				
2. Failure of an engineman properly to control the speed of his train when approaching a meeting point	1973	Collision				34		1						



Failure to properly protect _____ switch engine 500 by flag, and by failure to operate _____ train No. 26 under proper control within yard limits	2182	Collision				7	1	2	1								
Failure of the passenger train to be operated under control in yard limits, and failure of the crew of the freight train fully to carry out the requirements of the flagging rule	2220	Collision	1			1		2	1								
Failure to provide proper protection for the preceding train, and by failure to control the speed of the following train properly	2400	Collision				3			1	1							
<b>TOTAL-NEGLIGENCE - JOINT FAILURE TO PROTECT AND FAILURE TO RUN WITH CAUTION IN YARD LIMITS 3 ACCIDENTS</b>			1			11	1	4	3	1							4
<b>Joint Failure to Protect and Disregard of Caution or Other Signal:</b>																	
Primarily by the failure of an engineman properly to obey signal indications, while the passenger train "Lagman" did not go back as far as he could have gone in the time available	1964	Collision				32	12	6								1	
Failure of the passenger train to be operated in accordance with the requirements of a caution card in manual-block territory and the failure of the crew of the freight train to provide adequate flag protection	2215	Collision	2	1		1	2	7				1					
Failure to obey signal indications and the failure to furnish proper rear-end protection	2251	Collision				10	3	1				1		1			
Failure to operate the following train in accordance with signal indications, and by failure to provide adequate flag protection for the preceding train	2285	Collision	1			23	32					1		1			
Failure of Extra 843 to provide proper flag protection and by the failure to operate No. 325 in accordance with block-signal indications	2348	Collision				4	2	2				1					
Failure of the passenger train to be adequately protected by flag, and by the failure of the light engine to be operated in accordance with the signal indication	2357	Collision				15				1							
Failure to provide proper flag protection for the preceding train and by operation of the following train in automatic train-stop territory with the automatic train-stop and cab signal devices cut out, contrary to current instructions, resulting in an imperfectly displayed cab signal	2393	Collision				2	6							1			
<b>TOTAL-NEGLIGENCE - JOINT FAILURE TO PROTECT AND DISREGARD OF CAUTION OR OTHER SIGNAL 7 ACCIDENTS</b>			1	2	1	87	57	16	1	1	4	3					9
<b>Failure to Identify Opposing Trains or to Clear Superior Trains:</b>																	
Operation of the work train on short time against an opposing superior train	1902	Collision				8	4		1								
Use of an inferior train over-looking the schedule of an opposing superior train	1925	Collision	1			7	5	3	1								
Failure of the freight train to clear the time of an opposing superior train	1995	Collision		1	1	6	13	4	1								
Failure to comply with a meet order, due to failure to identify an opposing train at the meeting point	2126	Collision		5		1	4	1	1								
Failure of a light engine to clear the scheduled time of an opposing superior train	2205	Collision		5		5		2	1								
Failure of an inferior train to clear the schedule time of an opposing superior train as required by rule	2297	Collision			1	16	9	1		1							
Failure of an extra train to clear the time of an opposing first-class train	2388	Collision				41	6	2		1							
<b>TOTAL-NEGLIGENCE - FAILURE TO IDENTIFY OPPOSING TRAINS OR TO CLEAR SUPERIOR TRAINS 7 ACCIDENTS</b>			1	11	2	84	31	13	5	2							7
<b>Overrunning Scheduled Meeting Point, or Failure to Clear Switch at Meeting or Passing Points:</b>																	
Failure of an engineman to stop at a meeting point and ascertain that the track was clear	1891	Collision				10	4			2							
Failure of an engineman properly to control the speed of his train when approaching a meeting point	1973	Collision				35		4								1	
Train running past its timetable meeting point with an opposing train without authority	2063	Collision	1	1		11	3		2								
Freight train fouling the clearance point of a main-track switch directly in front of an approaching superior train	2177	Collision					2	1				1					
Failure of the superior train to stop clear of the switch used by the train being met in entering the siding at a train-order meeting point	2253	Collision		1		1	3			1							
Failure to control properly the speed of a freight train when approaching a meeting point	2372	Collision				2	1	2	1								
Failure to control the speed of a train properly when approaching a meeting point	2380	Collision				27	3	2				1					
<b>TOTAL - NEGLIGENCE - OVERRUNNING SCHEDULED MEETING POINT, OR FAILURE TO CLEAR SWITCH AT MEETING OR PASSING POINTS 7 ACCIDENTS</b>			1	2		86	16	9	3	3	2			1			9



[illegible]

(6) All Other Negligence:

- [illegible]



CAUSE (b)	I.C.C. NO. (b)	KIND OF ACCIDENT (c)	PERSONS						NUMBER OF PASSENGER TRAINS INVOLVED AS TO VARIOUS LOCATIONS IN CASE						TOTAL (o)		
			KILLED			INJURED			5 AND LESS (j)	6 TO 8 (k)	9 TO 11 (l)	12 TO 14 (m)	OVER 14 CASES (n)				
			PASSENGERS (d)	EM- PLOYEES (e)	OTHERS (f)	PASSENGERS (g)	EM- PLOYEES (h)	OTHERS (i)									
<b>GLITCHES OF EMPLOYEES:</b>																	
<u>Other Forms of Negligence: (Continued)</u>																	
<u>All Other Negligence: (Continued)</u>																	
Failure properly to obey signal indications and failure to move under proper control within yard limits prepared to stop unless the track was seen or known to be clear	2322	Collision					5			1							
Failure of the _____ train to stop at a railroad crossing at grade, which was occupied by a train on a conflicting route	2324	Collision				5	1		1								
Failure of No. 236 to clear the time of an approaching superior train and to obey the stop indication of an automatic block signal, and probably also of failure of No. 107 properly to observe and obey an approach signal indication	2331	Collision		2	1	30	4	4			1						
Failure to secure a car on a grade, which resulted in the car sideswiping the cab of the engine, damaging air, steam, and hot water connections, which compelled the engine crew to leave the engine without closing the throttle and in turn allowed the engine to move out of control	2333	Collision		2		11	2	4	1								
Improper manipulation by an inexperienced assistant during the temporary absence of the regular operator of the controlling lever of the ditcher of the time of a switching movement of the work train, permitting the boom to foul the adjacent track and strike the passenger train, and by failure to set the hand brake properly to prevent the lateral movement of the ditcher	2352	Misc.Train		1		45	5	1			1						
Failure to furnish proper flag protection for the first train, and by failure properly to control the speed of the second train within subdivision terminal limits because of depending upon a signal which displayed a false proceed indication	2379	Collision				164	16					2					
Junction switch being opened without authority or instructions, which resulted in diverting an approaching train to an occupied track, and failure to control the speed of the passenger train properly when approaching a junction and when operating against the current of traffic within yard limits	2386	Collision		2		25	8	5	1								
Yard engine backing into a main track turn-out without authority and striking the side of a moving passenger train	2389	Collision	3			8	3				1						
Track motor car fouling the main track on the time of a first-class train	2394	Derailement		1		6	2			1							
TOTAL - ALL OTHER NEGLIGENCE	31 ACCIDENTS					13	24	1	640	113	31	21	8	5	3	37	
GRAND TOTAL - NEGLIGENCE OF EMPLOYEES	212 ACCIDENTS					44	95	7	2 304	449	162	62	30	31	16	3	142
<b>DEFECTS IN OR FAILURES OF EQUIPMENT:</b>																	
<u>Trucks:</u>																	
Failure of an arch bar truck	1960	Derailement			2	6	1	1		1							
Failure of a truck bolster, because of improper welding	2043	Derailement				1		1	1								
TOTAL - TRUCKS	2 ACCIDENTS				2	7	1	2	1	1						2	
<u>Wheels and Axles:</u>																	
Broken wheel	1894	Derailement				2	2	2	1								
Broken wheel	2108	Derailement	1			41		5									
Failure of a roller bearing, which resulted in the burning off of a journal	2141	Derailement				10	1				1						
Broken journal, due to overheating; the cause of overheating could not be determined	2175	Derailement				37	3							1			
Broken journal, due to overheating	2228	Derailement				21	3				1						
TOTAL - WHEELS AND AXLES	5 ACCIDENTS					1			101	9	7	1	1	1	2		5
GRAND TOTAL - DEFECTS IN OR FAILURES OF EQUIPMENT	7 ACCIDENTS					1		2	108	10	9	2	2	1	2		7



CASE (a)	I.C.C. NO. (b)	KIND OF ACCIDENT (c)	PERSONS						NUMBER OF PASSENGERS AS TO VARIOUS LINES			
			KILLED			INJURED			5 AND LESS (j)	6 TO 8 (k)	9 TO 11 (l)	12 TO 14 (m)
			PASSENGERS (d)	FLIGHTS (e)	OTHERS (f)	PASSENGERS (g)	FLIGHTS (h)	OTHERS (i)				
III. DEFECTS IN OR IMPROPER MAINTENANCE OF WAY AND STRUCTURES:												
(A) Bridges, Trestles, Culverts, and Tunnels:												
1. Failure of a bridge	2225	Derailment	2			70	2		1			
2. Collapse of a truss span of bridge 57.23 as a result of the pile bents supporting the east end of the span having been pulled out of position by the drifting of a caisson, resulting in the fouling of bridge bents by anchor cables attached to the caisson	2378	Derailment		2					1			
TOTAL - BRIDGES, TRETTLES, CULVERTS AND TUNNELS 2 ACCIDENTS			2	2		70	2		2			
(B) Rails and Joints:												
1. Broken rail	1937	Derailment	1	1		6	2				2	
2. Broken rail	2022	Derailment		1			2		1			
3. Broken rail	2029	Derailment				5				1		
4. Broken rail	2068	Derailment			2	18						1
5. Broken rail	2112	Derailment		1	1	18	5	6				1
6. Broken rail	2190	Derailment				40	7				1	
7. Broken rail, due to transverse fissures	2218	Derailment				5	3		1			
8. Broken rail, because of the presence of a transverse fissure	2335	Derailment				69	2	5				1
9. Broken rail, resulting from the presence of transverse fissures	2401	Derailment				28	2	12			1	
TOTAL - RAILS AND JOINTS 9 ACCIDENTS			1	3	3	189	23	23	2	1	4	3
(C) Frogs and Switches:												
1. Split switch, due to the point opening under a moving train as the result of a broken head-rod	2317	Derailment					2	2			1	
2. Switch opening under a train as a result of a broken switch lag	2321	Derailment					2	1				1
TOTAL - FROGS AND SWITCHES 2 ACCIDENTS						35	4	3	2		1	1
(D) Interlocking and Block Signal System:												
1. False proceed signal indications	2046	Collision		1		41	9	7	1	1		
TOTAL - INTERLOCKING AND BLOCK SIGNAL SYSTEM 1 ACCIDENT				1		41	9	7	1	1		
(E) Miscellaneous:												
1. Spread rails, due to track not being adequately maintained	2018	Derailment				1					1	
2. Loose guard rail, but it could not be determined how the guard rail became loosened	2025	Derailment		1			2	1	1			
3. Kinked track	2172	Derailment		1		2	2	3	1			
4. Spreading of the track; apparently due to failure of rail fastenings used on track of special construction	2236	Derailment				30	4		1			
5. Spread rails, due to the track not being properly maintained	2271	Derailment		2					1			
6. Primarily by irregularities in the track	2318	Derailment				16	1				1	
7. Spread rails, on account of inadequate track maintenance	2356	Derailment					2				1	
TOTAL - MISCELLANEOUS 7 ACCIDENTS				4		49	11	4	4	1	2	
GRAND TOTAL - DEFECTS IN OR IMPROPER MAINTENANCE OF WAY AND STRUCTURES-21 ACCIDENTS			3	10	3	384	49	37	9	3	7	4





# IV. COLLISIONS WITH VEHICLES AT GRADE CROSSINGS:

1. Motor truck being driven upon a grade crossing directly in front of an approaching train
2. Motor truck being driven upon a grade crossing directly in front of an approaching passenger train resulting in derailment of train on adjacent track
3. Train striking an automobile which had run off the highway at a grade crossing and had become stalled across the track
4. Motor truck and trailer being driven on a railroad crossing at grade directly in front of an approaching train
5. Motor truck being driven upon a railroad crossing at grade directly in front of an approaching passenger train
6. Train striking an automobile which had turned off the highway at a grade crossing and had become stalled on the track
7. Train striking an automobile which had been shoved upon the track by a following automobile while it was standing at a highway grade crossing waiting for the train to pass
8. Motor truck being driven upon a railroad crossing at grade directly in front of an approaching passenger train
9. Train striking an automobile which had become stalled on the track adjacent to a highway grade crossing
10. Failure of a crossing watchman to lower the gates at the crossing when a train was approaching
11. School bus being driven upon a railroad crossing at grade directly in front of an approaching train, due primarily to the failure of the driver to take adequate precautions before starting over the crossing, and to inadequate protection of the crossing which resulted from failure of responsible authorities to enforce, and of the railroad company to obey, the law requiring maintenance of a watchman until 12 o'clock midnight
12. Motor vehicle being driven upon a highway crossing at grade directly in front of an approaching train
13. Automobile being driven upon a railroad crossing at grade directly in front of an approaching passenger train
14. Motor truck being driven upon a railroad crossing at grade directly in front of an approaching train
15. Motor truck being driven upon a railroad crossing at grade directly in front of an approaching train
16. Failure of the official in charge of the movement of the motor truck and trailer to remain at the crossing and provide adequate protection
17. The failure of the bus driver to stop as required by law and also by the rules of the bus company and to know that no train was approaching before attempting to proceed over a railway crossing at grade. Contributing causes were the failure of local authorities to enforce an ordinance making it unlawful for trains to operate within the corporate limits at speeds in excess of 20 miles per hour, and the failure of the railway company to require its employees to observe the provisions of the ordinance
18. Motor truck being driven upon a highway grade crossing just as the train was approaching
19. Road scraper being driven on a highway grade crossing directly in front of an approaching train
20. Train striking an automobile which had turned off the highway and had become stalled on the track
21. Automobile being driven upon a highway crossing directly in front of an approaching train
22. Motor truck being driven upon a private crossing directly in front of an approaching train
23. Action of the driver of a motor vehicle in starting over a railroad crossing at grade at the time that an approaching train started to pass over the crossing
24. Motor truck being driven upon a highway crossing at grade directly in front of an approaching train
25. Automobile being driven on a railroad crossing at grade directly in front of an approaching train, in disregard of signals indicating approach of a train
26. Motor truck being driven upon a private crossing directly in front of an approaching train

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
1882	Derailment		1	2		1			1					
1884	Derailment		1	1									1	1
1886	Derailment		2										1	
1888	Derailment		1				1					1		
1896	Derailment		2	1	4		1		1					1
1923	Derailment		1		2		1							1
1924	Derailment			5	5		2		1	1				
1933	Derailment		1	1	1				1					1
1934	Derailment		2		7		1		4					1
1968	Misc.Train		3		6		1		2	1				
1978	Misc.Train			14					15					1
1994	Derailment		1		27		9		1					1
2012	Derailment		3	2	5		4		7				1	
2014	Misc.Train			1			2			1				
2015	Derailment				9		7		2					
2054	Misc.Train				1		8							1
2056	Derailment			11					2	1				
2099	Misc.Train			1			2			1				
2078	Misc.Train			1			1			1				
2093	Derailment			1	17		2							1
2113	Derailment			1						1				
2115	Derailment			1	12		4			1				
2137	Misc.Train			1					2	1				
2148	Derailment		1	1	5		1			1				
2199	Derailment		2		29		9		2				1	
2164	Misc.Train			1			2			1				



CAUSE (a)	I.C.C. NO. (b)	KIND OF ACCIDENTS (c)	PERSONS						NUMBER OF PASSENGER TRAINS INVOLVED AS TO VARIOUS LENGTHS IN CARS					
			KILLED			INJURED			5 AND LESS (j)	6 TO 8 (k)	9 TO 11 (l)	12 TO 14 (m)	OVER 14 CARS (n)	
			PASSEN- GERS (d)	EM- PLOYEES (e)	OTHERS (f)	PASSEN- GERS (g)	EM- PLOYEES (h)	OTHERS (i)						
COLLISIONS WITH VEHICLES AT GRADE CROSSINGS:														
27. School bus being driven upon a private road crossing directly in front of an approaching train	2210	Misc. Train			10			19	1					
28. Truck being driven upon a railroad crossing at grade directly in front of an approaching train	2211	Derailment		1	2		1			1				
29. Motor truck being driven upon a highway grade crossing directly in front of an approaching train	2219	Derailment		1	2	3	2				1			
30. Automobile stalled on the track near a highway crossing due to loss of control of the car following damage to a tire	2243	Derailment		1		1	1		1					
31. In automobile being stalled on the track near a highway, probably due to careless driving	2249	Derailment	3	2	1	2						1		
32. Motor truck being driven upon a highway grade crossing in front of an approaching train in disregard of signals indicating the approach of a train	2259	Derailment			1	42	3	1		1				
33. Gasoline tank-truck being driven upon a railroad crossing at grade in disregard of flashing light signals, a contributing cause was the failure of the crossing gateman to lower the gates or to protect the crossing with hand signals	2261	Derailment		2		6		2	1					
34. Motor truck being driven upon a railroad crossing at grade directly in front of an approaching passenger train	2272	Misc. Train		2							1			
35. Automobile proceeding upon a railroad crossing at grade directly in front of an approaching passenger train	2287	Derailment		2		1	1			1				
36. Automobile tank-truck being driven upon a railroad crossing at grade directly in front of an approaching train	2299	Misc. Train		2	2				1					
37. Gasoline tank-truck being driven upon a railroad crossing at grade directly in front of an approaching passenger train	2305	Misc. Train		2	1					1				
38. Motor truck being driven upon a highway grade crossing immediately in front of an approaching train in disregard of signals indicating the approach of a train	2345	Derailment		2	1	25						1		
39. Power road grader being driven upon a highway grade crossing immediately in front of an approaching train in disregard of signals indicating the approach of a train	2355	Derailment				26	7		1					
40. Gasoline tank-truck being driven upon a railroad crossing at grade immediately in front of an approaching train	2364	Misc. Train		1		2			1					
41. Motor truck striking the side of a railroad passenger motor car at a highway grade crossing in disregard of signals indicating the approach of a train	2370	Derailment		1			1	1	1					
42. Automobile becoming stalled on a highway grade crossing in front of an approaching train	2379	Derailment		2		1		1				1		
TOTAL - COLLISIONS WITH VEHICLES AT GRADE CROSSINGS		42 ACCIDENTS	3	42	67	239	78	66	20	8	10	4	1	
MISCELLANEOUS CAUSES:														
Ascertained Causes:														
(1) Floods, washouts, Landslides, Snow Slides, etc:														
(a) Washout	1885	Derailment		1				1	1					
(2) Train striking sand and gravel which had been washed upon the track	1921	Derailment			1	34		3				1		
(3) Rock slide	1953	Derailment		2						1				
(4) Washout due to an unusually heavy local rainstorm	1993	Derailment				18	19							1
(5) Snowslide	2049	Derailment	1	2		2			1					
(6) Washout	2150	Derailment				12	5	1	1					
(7) Derailment due to	2171	Derailment		2		5		2	1					

28. Truck being driven upon a railroad crossing at grade directly in front of an approaching train	2211	Derailment	1	2	1									
29. Motor truck being driven upon a highway grade crossing directly in front of an approaching train	2219	Derailment	1	3	3	1								
30. Automobile stalled on the track near a highway crossing due to loss of control of the car following damage to a tire	2223	Derailment	1		1	1			1					
31. An automobile being stalled on the track near a highway, probably due to careless driving	2249	Derailment	3	2	1	2							1	
32. Motor truck being driven upon a highway grade crossing in front of an approaching train, in disregard of signals indicating the approach of a train	2255	Derailment		1	42	3	1		1					
33. Gasoline tank-truck being driven upon a railroad crossing at grade in disregard of flashing-light signals, a contributing cause was the failure of the crossing gateman to lower the gates or to protect the crossing with hand signals	2261	Derailment	2		6		2	1						
34. Motor truck being driven upon a railroad crossing at grade directly in front of an approaching passenger train	2272	Misc. Train	2									1		
35. Automobile proceeding upon a railroad crossing at grade directly in front of an approaching passenger train	2287	Derailment	2		1	1				1				
36. Automobile tank-truck being driven upon a railroad crossing at grade directly in front of an approaching train	2290	Misc. Train	2	2					1					
37. Gasoline tank-truck being driven upon a railroad crossing at grade directly in front of an approaching passenger train	2305	Misc. Train	2	1						1				
38. Log truck being driven upon a highway grade crossing immediately in front of an approaching train, in disregard of signals indicating the approach of a train	2345	Derailment	2		24								1	
39. Power road grader being driven upon a highway grade crossing immediately in front of an approaching train, in disregard of signals indicating the approach of a train	2355	Derailment			26	7			1					
40. Gasoline tank-truck being driven upon a railroad crossing at grade immediately in front of an approaching train	2364	Misc. Train	1		2				1					
41. Motor truck striking the side of a railroad passenger motor car at a highway grade crossing in disregard of signals indicating the approach of a train	2370	Derailment	1			1	1	1						
42. Automobile becoming stalled on a highway grade crossing in front of an approaching train	2379	Derailment	2		1		1	7					1	
TOTAL - COLLISIONS WITH VEHICLES AT GRADE CROSSINGS		42 ACCIDENTS	3	42	67	239	78	66	20	8	10	4	1	
V. MISCELLANEOUS CAUSES:														
A. Ascertained Causes:														
(1) Fire, Washouts, Landslides, Snow Slides, etc:														
1. Washout	1885	Derailment	1					1	1					
2. Train striking sand and gravel which had been washed upon the track	1921	Derailment		1	34	4	3					1		
3. Rock slide	1953	Derailment	2						1					
4. Washout due to an unusually heavy local rainstorm	1993	Derailment			15	19							1	
5. Snowslide	2009	Derailment	1	2	2				1					
6. Washout	2150	Derailment			12	5	1	1						
7. Burned-out bridge	2171	Derailment	2		5		2	1						
8. Presence of a large boulder on the track at a point where the range of vision of the engineers were restricted	2222	Derailment	2									1		
9. Rock which had fallen upon the track	2238	Derailment	2			5				1				
10. Landslide	2241	Derailment	1	6		2	2				1			
11. Washout	2275	Derailment	2									1		
12. Undermining of the piers of a bridge, due to a cloudburst	2278	Derailment	41	4	2	56	13	1			1			
13. Washout	2289	Derailment	1	1	16	1	5				1			

CAUSE (a)	I.C.C. NO. (b)	KIND OF ACCIDENT (c)	PERSONS						NUMBER OF PASSENGER TRAINS IN AS TO VARIOUS LENGTHS IN C				
			KILLED			INJURED			5 AND LESS (j)	6 TO 8 (k)	9 TO 11 (l)	12 TO 14 (m)	OVER 14 CARS (n)
			PASSENGERS (d)	EM- PLOYEES (e)	OTHERS (f)	PASSENGERS (g)	EM- PLOYEES (h)	OTHERS (i)					
V. MISCELLANEOUS CAUSES:													
(A) Ascertained Causes: (Continued)													
(1) Fires, Washouts, Landslides, Snow Slides, etc: (Continued)													
14. Fire in an express car, due to improper operation of its oil-bump equipment	2326	Misc.Train			1			1			1		
15. Landslide	2340	Derailement		1			5	1	2	1			
16. Landslide	2341	Derailement		2						1			
17. Track being washed out as a result of unusually heavy rainfall	2376	Derailement					32	6		1			
18. Rock slide	2392	Derailement		1				1				1	
TOTAL - FIRES, WASHOUTS, LANDSLIDES, SNOW SLIDES, ETC.		18 ACCIDENTS	42	22	5		180	62	24	8	1	6	2 1
(2) All Other:													
1. Bolt having been placed on the high rail of a curve	1907	Derailement		1				2				1	
2. Combination of several factors, including irregular track surface, speed, and distribution of the tender load which caused tender to rock sufficiently to derail the rear truck	1908	Derailement		1				1	1	1			
3. Crossing material on the rails at a highway grade crossing	1919	Derailement		1				1		1			
4. Combination of several factors, including irregularity in alignment and surface of track and a speed which was too high in view of the existing track conditions and the superelevation which was provided	1929	Derailement		1			5	3	3	1			
5. Malicious tampering with the track	1938	Derailement		1			4	1				1	
6. Cocked or partly opened switch, apparently due to malicious tampering	1948	Derailement		2	1		4		5			1	
7. Brake shoe lying on a rail	1950	Derailement						2				1	
8. Open switch, apparently due to malicious tampering	1958	Derailement		3			8	2	2	1			
9. Snow being packed on the track at a highway crossing	1962	Derailement		1			28	1	2			1	
10. Train striking cattle on the track in the vicinity of a highway crossing	2019	Derailement		2			15	1	2			1	
11. Piles of refuse coal lying against or on top of the high rail of a curve	2036	Derailement		1			2	4				1	
12. Body of a refrigerator car buckling out of the middle of the freight train, due to severe slack action, and fouling the adjacent track directly in front of an approaching passenger train	2055	Collision		3			5	5	1				1
13. Metal highway grade crossing plate becoming dislodged and being struck by a train	2057	Derailement	2				6			1			
14. Open switch, due to a reinforcing bar bolt having become lodged between the normally closed switch point and the stock rail in such manner as to make it impossible to close and lock the switch, but permitting the improper display of proceed-signal indications	2076	Collision		1			3	1	1				1
15. Train striking an automobile which was being driven on the track in the same direction as that in which the train was moving	2079	Derailement		2	1		8					1	
16. Switch being cocked or partly opened with malicious intent	2102	Derailement		2				2				1	
17. Brake shoe having been placed by some children upon the rail at a highway crossing	2127	Derailement		1					1			1	
18. Train striking an automobile which had been driven along the track by an intoxicated driver until it became wedged between the rails at a switch	2145	Derailement		2			1		2				
19. Metallic steam-heat connector on the forward end of the leading car dropping from the car and becoming wedged in the heel block of a trailing point switch	2165	Derailement					4	2				1	
20. Track spike lying on top of the high rail of a curve	2208	Derailement					4	2	1	1			
21. Train striking and running over cattle on the track	2211	Derailement							1				





CAUSE (a)	I.C.C. NO. (b)	KIND OF ACCIDENT (c)	PERSONS						NUMBER OF PASSENGER TRAINS INVOLVED AS TO VARIOUS LENGTHS IN CARS					
			KILLED			INJURED			5 AND LESS (j)	6 TO 8 (k)	9 TO 11 (l)	12 TO 14 (m)	OVER 14 CARS (n)	TOTAL (o)
			PASSEN- GERS (d)	EN- PLOYES (e)	OTHERS (f)	PASSEN- GERS (g)	EN- PLOYES (h)	OTHERS (i)						
causes:														
causes: (Continued)														
then (Continued)														
clear signal indication given by the automatic signal governing the use of the block within which accident occurred, and failure to provide proper flag protection for the first train	2290	Collision					2	1		1		1		
having been tampered with and left open by two boys	2296	Derailement		2			1	1		1				
switch, apparently due to malicious tampering	2303	Derailement				6			1					
guide truck wheel of an electric engine mounting the point of a double-slip frog that did not provide sufficient protection through the space between the knuckle and the point of frog for a motive of this design with the rear unit conforming to the angles set up by a sharp curve when front unit was passing through a frog on tangent track	2312	Derailement				6						1		
excessive speed on a sharp curve; possibly a broken engine driving spring was a contributing cause	2313	Derailement					3	1		1				
3342 parting between the thirty-ninth and fortieth cars, owing primarily to a low coupler and a contributing factor of free slack in the draft gear, and the collision of the two portions of the train which resulted in the train buckling and fouling an adjacent track where it was struck by a passenger train	2316	Collision				5	1		1					
action of wide gage, curve worn rail; loose spikes, worn flanges, and driving wheel brakes remaining applied on a curve, which resulted in a wheel on the low side dropping inside the low rail the high rail becoming overturned	2371	Derailement				120	17	9				1		
loose tampering with the track	2375	Derailement	9	15		99	13	3				1		
TOTAL - ASCERTAINED CAUSES - ALL OTHER	31 ACCIDENTS		11	45	2	361	74	49	8	13	2	9	1	33
unascertained causes:														
definitely ascertained	1936	Derailement	1	3		13	7	3	1					
TOTAL - UNASCERTAINED CAUSES	1 ACCIDENT		1	3		13	7	3	1					1
GRAND TOTAL - MISCELLANEOUS	50 ACCIDENTS		54	70	7	554	143	76	17	14	8	11	2	52
GRAND TOTAL - ALL ACCIDENTS INVESTIGATED - ALL CAUSES	232 ACCIDENTS		105	217	86	3 789	729	350	110	57	57	37	6	267



QUARTERLY SUMMARY NUMBER	INVESTIGATION NUMBER	NAME OF CARRIER	LOCATION	DATE	QUARTERLY SUMMARY NUMBER	INVESTIGATION NUMBER	NAME OF CARRIER
(1)	(2)	(3)	(4)	(5)	(1)	(2)	(3)
99	1882	Chicago, St. Paul, Minneapolis & Omaha RR,	Omaha, Neb.,	January 1, 1934	67	2036	New York Central,
99	1884	Pennsylvania Railroad,	Deans, N. J.,	January 3, 1934	67	2037	Chicago & North Western Railway,
99	1885	Northern Pacific Railway,	Arrow, Idaho,	January 23, 1934	67	2038	Reading Railroad,
99	1886	Reading Company,	Blandon, Pa.,	January 25, 1934	67	2040	Cincinnati Union Terminal Company,
99	1887	Chicago & North Western Railway,	Monico, Wis.,	February 8, 1934	67	2042	Southern Railway,
99	1888	Oregon Short Line Railroad, Union Pacific System,	Woods Cross, Utah,	February 9, 1934	67	2046	Cincinnati Union Terminal Company,
99	1891	Chicago, Milwaukee, St. Paul & Pacific Railroad,	Wegdahl, Minn.,	February 19, 1934	67	2049	Northern Pacific Railway,
99	1894	Chicago, Milwaukee, St. Paul & Pacific Railroad,	Iron Mountain, Mich.,	February 22, 1934	67	2054	Atchison, Topeka & Santa Fe Railway,
99	1896	Pennsylvania Railroad,	Lelphos, Ohio,	February 26, 1934	67	2055	Pennsylvania Railroad,
99	1897	Pennsylvania Railroad,	Pittsburgh, Pa.,	February 26, 1934	67	2056	Central of Georgia Railway,
99	1900	Chicago, Milwaukee, St. Paul & Pacific Railroad,	Spechts Ferry, Iowa,	March 6, 1934	68	2057	Union Pacific Railroad,
99	1902	Washington and Old Dominion Railway,	Jackson, Va.,	March 10, 1934	68	2059	Chicago, Burlington & Quincy Railroad,
60	1907	St. Louis-San Francisco Railway,	Dora, Ala.,	April 5, 1934	68	2063	Cincinnati & Lake Erie Railroad,
60	1908	Northern Pacific Railway,	Big Lake, Wash.,	April 6, 1934	68	2068	Atchison, Topeka & Santa Fe Railway,
60	1915	Pennsylvania Railroad,	Graystone, Md.,	June 6, 1934	68	2073	Missouri Pacific Railroad,
60	1916	Chicago, Rock Island & Pacific Railway,	Pacific Junction, Okla.,	June 11, 1934	69	2076	Michigan Central Railroad,
61	1918	New York, New Haven & Hartford Railroad,	Pail River, Mass.,	June 30, 1934	69	2078	New York Central Railroad,
61	1919	Chesapeake & Ohio Railway,	Paintsville, Ky.,	July 7, 1934	69	2079	Illinois Central Railroad,
61	1921	Denver & Rio Grande Western Railroad,	Echo, Colo.,	July 26, 1934	69	2086	Central of Georgia Railway,
61	1922	Southern Pacific Company,	Manteca, Calif.,	August 3, 1934	69	2093	Missouri Pacific Railroad,
61	1923	Great Northern Railway,	Wolf Point, Mont.,	August 10, 1934	69	2101	Chicago, Burlington & Quincy Railroad,
61	1924	Midwestern Central Railroad,	Vermontville, Mich.,	August 10, 1934	69	2102	Louisiana & Arkansas Railway,
61	1925	Virginian Railway,	Dothan, N. Va.,	August 12, 1934	69	2103	Ann Arbor Railroad,
61	1928	New York Central Railroad,	Crugers, N.Y.,	August 31, 1934	70	2107	Chicago, Burlington & Quincy Railroad,
61	1929	Iasco & Mississippi Valley Railroad, Illinois Central System,	Centreville, Miss.,	September 3, 1934	70	2108	Pennsylvania Railroad,
61	1930	Atchison, Topeka & Santa Fe Railway,	Cambridge, Kans.,	September 7, 1934	70	2112	Cleveland, Cincinnati, Chicago & St. Louis R.
61	1931	Cleveland, Cincinnati, Chicago & St. Louis Railway,	Lawrenceville, Ill.,	September 18, 1934	70	2113	Baltimore & Ohio Railroad,
61	1934	Pennsylvania Railroad,	Convoy, Ohio,	September 29, 1934	70	2114	Indiana Railroad,
62	1936	Chicago, Milwaukee, St. Paul & Pacific Railroad,	Outtenberg, Iowa,	October 11, 1934	70	2115	New York, New Haven and Hartford Railroad,
62	1937	Chicago, Rock Island & Pacific Railway,	Downey, Iowa,	October 12, 1934	70	2121	Chicago Rapid Transit Company,
62	1938	Pennsylvania Railroad,	Laurel Hill, Pa.,	October 21, 1934	70	2126	Chicago Great Western Railroad,
62	1943	Boston and Maine Railroad,	Ayer, Mass.,	November 9, 1934	70	2127	St. Louis Southwestern Railway,
62	1944	Nicholas, Fayette and Greenbrier Railroad,	See Mill, W. Va.,	November 15, 1934	70	2128	Louisville & Nashville Railroad,
62	1948	Atlantic Coast Line Railroad,	Forrester, Fla.,	December 3, 1934	71	2133	International-Great Northern Railroad,
62	1950	Chicago, Great Western Railroad,	West St. Paul, Minn.,	December 4, 1934	71	2137	Chicago, Springfield & St. Louis Railway,
62	1953	Denver & Rio Grande Western Railroad,	Niger, Colo.,	December 12, 1934	71	2141	Union Pacific Railroad,
62	1957	Cleveland, Cincinnati, Chicago & St. Louis Railway,	Paget, Ohio,	December 23, 1934	71	2142	Chicago, Rock Island & Pacific Railway,
62	1958	Pennsylvania Railroad,	Linden, Ohio,	December 27, 1934	71	2145	Southern Pacific Railroad,
63	1960	Southern Railway,	Charlotte, N.C.,	January 13, 1935	71	2148	Baltimore & Ohio Railroad,
63	1961	Delaware, Lackawanna & Western Railroad,	Newton, N.J.,	January 19, 1935	71	2150	Chicago, Milwaukee, St. Paul & Pacific Railr
63	1962	Central Railroad of New Jersey,	West Carteret, N.J.,	January 23, 1935	72	2170	Chicago & North Western Railway,
63	1963	Delaware, Lackawanna & Western Railroad,	Harrison, N.J.,	January 29, 1935	72	2171	Denver & Rio Grande Western Railroad,
63	1964	Pennsylvania Railroad,	Edgewood, Md.,	February 5, 1935	72	2172	Grand Trunk Western Railroad,
63	1966	Florida East Coast Railway,	Jupiter, Fla.,	February 12, 1935	72	2174	Louisville & Nashville Railroad,
63	1968	Pennsylvania Railroad,	Woodbridge, N.J.,	February 21, 1935	72	2175	Pennsylvania Railroad,
63	1969	Nashville, Chattanooga & St. Louis Railway,	Lexington, Tenn.,	February 23, 1935	72	2177	Seaboard Air Line Railway,
63	1973	Missouri Pacific Railroad,	Shields, Kans.,	March 26, 1935	72	2182	Texas & New Orleans Railroad,
64	1978	Baltimore & Ohio Railroad,	Rockville, Md.,	April 11, 1935	72	2183	Atchison, Topeka & Santa Fe Railway,
64	1981	Missouri-Kansas-Texas Railroad,	Cross (Parsons), Kans.,	April 26, 1935	73	2185	Chicago & North Western Railway,
64	1982	Denver & Salt Lake Railway,	Tolland, Colo.,	May 2, 1935	73	2189	Pennsylvania Railroad,
64	1989	Chicago, Rock Island & Pacific Railway, Minneapolis & St. Louis RR,	Morning Sun, Iowa,	June 13, 1935	73	2190	Southern Pacific Company,
64	1990	Texas & Pacific Railway,	T. & P. Jct., (Dallas), Tex.	June 14, 1935	73	2192	Houston Belt & Terminal Railway,
65	1993	Great Northern Railway,	Lanark, Mont.,	July 5, 1935	73	2195	Pennsylvania Railroad,
65	1992	Pennsylvania Railroad,	Upper Sandusky, Ohio,	July 17, 1935	73	2198	Wabash Railway,
65	1995	Northern Pacific Railway,	Welland, Wash.,	July 17, 1935	74	2203	Missouri Pacific Railroad,
65	1998	Camas Prairie Railroad,	Lewiston, Idaho,	August 1, 1935	74	2205	Chicago, Burlington & Quincy Railroad,
65	2003	Cincinnati & Lake Erie Railroad,	Springfield, Ohio,	August 10, 1935	74	2208	Pennsylvania Railroad,
65	2012	Cleveland, Cincinnati, Chicago & St. Louis Railway,	Hollsboro, Ill.,	September 20, 1935	74	2210	Chicago Great Western Railroad
66	2014	Long Island Railroad,					



NAME OF CARRIER (3)	LOCATION (4)	DATE (5)
Ark Central, go & North Western Railway, g Railroad, anti Union Terminal Company,	Tomkins Cove, N.Y., Roos, Iowa, Clement, near Sumbury, Pa., Cincinnati, Ohio,	January 27, 1936 January 30, 1936 January 30, 1936 January 31, 1936
Ark Railway, anti Union Terminal Company, Ark Pacific Railway, son, Topeka & Santa Fe Railway,	Allendale, S.C., Cincinnati, Ohio, Borax, Mont., Claremont, Calif.,	February 8, 1936 February 23, 1936 February 26, 1936 March 23, 1936
Alvania Railroad, al of Georgia Railway, Pacific Railroad, go, Burlington & Quincy Railroad,	Manor, Pa., Byron, Ga., Monahan, Kans., Hoag, Mich.,	March 27, 1936 March 28, 1936 April 20, 1936 April 24, 1936
anti & Lake Erie Railroad, son, Topeka & Santa Fe Railway, Ark Pacific Railroad, Ark Central Railroad,	Urbana, Ohio, Leorio, Okla., Valley Park, Mo., Wayne Jct., Mich.,	April 28, 1936 May 30, 1936 June 23, 1936 July 5, 1936
Ark Central Railroad, Ark Central Railroad, al of Georgia Railway, Ark Pacific Railroad,	Riga, Mich., Covington, Tenn., Ogechee, Ga., Habelvale, Ark.,	July 9, 1936 July 10, 1936 July 23, 1936 September 8, 1936
go, Burlington & Quincy Railroad, iana & Arkansas Railway, chor Railroad, go, Burlington & Quincy Railroad,	Spear, Mont., Moore, La., Uranis, Mich., Omar, Colo.,	September 22, 1936 September 28, 1936 September 30, 1936 October 27, 1936
Alvania Railroad, lands, Cincinnati, Chicago & St. Louis Railway, sore & Ohio Railroad, as Railroad,	Princeton Jct., N.J., London, Ind., Branchville, Md., East Germantown, Ind.,	October 29, 1936 November 11, 1936 November 11, 1936 November 12, 1936
Ark, New Haven and Hartford Railroad, go Rapid Transit Company, go Great Western Railroad, ouis Southeastern Railway,	Barrington, R.I., Chicago, Ill., Boyd, Iowa, Corley, Tex.,	November 13, 1936 November 24, 1936 December 13, 1936 December 15, 1936
ville & Nashville Railroad, national-Great Northern Railroad, go, Springfield & St. Louis Railway, Pacific Railroad,	Castleberry, Ala., Austin, Tex., Springfield, Ill., Orehan, Cal.,	December 17, 1936 January 5, 1937 January 11, 1937 February 8, 1937
go, Rock Island & Pacific Railway, ern Pacific Railroad, sore & Ohio Railroad, go, Milwaukee, St. Paul & Pacific Railroad,	Logan, N. Mex., Selma, Calif., Dorsey, Md., Rockton, Ill.,	February 9, 1937 February 12, 1937 February 15, 1937 February 21, 1937
go & North Western Railway, r & Rio Grande Western Railroad, Trunk Western Railroad, ville & Nashville Railroad,	DeSmet, S. Dak., Dominguez, Colo., Ionia, Mich., East Bernstadt, Ky.,	April 25, 1937 April 26, 1937 May 1, 1937 May 23, 1937
Alvania Railroad, ard Air Line Railway, & New Orleans Railroad, son, Topeka & Santa Fe Railway,	Bay View, Md., Youngville, N.C., Shreveport, La., Bargersville, Calif.,	May 28, 1937 June 2, 1937 June 26, 1937 June 29, 1937
go & North Western Railway, Alvania Railroad, ern Pacific Company, on Belt & Terminal Railway,	Everston, Ill., Philadelphia, Pa., Yassay, Oregon, Houston, Tex.,	July 2, 1937 July 30, 1937 August 2, 1937 August 3, 1937
Alvania Railroad, S Railway, Ark Pacific Railroad,	New Galilee, Pa., New Haven, Ind., Gale, Ind.,	August 18, 1937 Sept. 7, 1937 October 3, 1937

99	1884	Pennsylvania Railroad,	Deane, N. J.,	January 3, 1934	67	2037	Chicago & North Western Railway,
99	1885	Northern Pacific Railway,	Arrow, Idaho,	January 23, 1934	67	2038	Reading Railroad,
99	1886	Reading Company,	Blanton, Pa.,	January 25, 1934	67	2040	Cincinnati Union Terminal Company,
99	1887	Chicago & North Western Railway,	Monroe, Wis.,	February 8, 1934	67	2042	Southern Railway,
99	1888	Oregon Short Line Railroad, Union Pacific System,	Woods Cross, Utah,	February 9, 1934	67	2046	Cincinnati Union Terminal Company,
99	1891	Chicago, Milwaukee, St. Paul & Pacific Railroad,	Wegdahl, Minn.,	February 19, 1934	67	2049	Northern Pacific Railway,
99	1894	Chicago, Milwaukee, St. Paul & Pacific Railroad,	Iron Mountain, Mich.,	February 22, 1934	67	2054	Atchison, Topeka & Santa Fe Railway,
99	1896	Pennsylvania Railroad,	Delphos, Ohio,	February 26, 1934	67	2055	Pennsylvania Railroad,
99	1897	Pennsylvania Railroad,	Pittsburgh, Pa.,	February 26, 1934	67	2056	Central of Georgia Railway,
99	1900	Chicago, Milwaukee, St. Paul & Pacific Railroad,	Spechts Ferry, Iowa,	March 6, 1934	68	2057	Union Pacific Railroad,
99	1902	Washington and Old Dominion Railway,	Jackson, Va.,	March 10, 1934	68	2059	Chicago, Burlington & Quincy Railroad,
60	1907	St. Louis-San Francisco Railway,	Dora, Ala.,	April 5, 1934	68	2063	Cincinnati & Lake Erie Railroad,
60	1908	Northern Pacific Railway,	Big Lake, Wash.,	April 6, 1934	68	2068	Atchison, Topeka & Santa Fe Railway,
60	1915	Pennsylvania Railroad,	Graystone, Md.,	June 6, 1934	68	2073	Missouri Pacific Railroad,
60	1916	Chicago, Rock Island & Pacific Railway,	Pacific Junction, Okla.,	June 11, 1934	69	2076	Michigan Central Railroad,
60	1918	New York, New Haven & Hartford Railroad,	Fall River, Mass.,	June 30, 1934	69	2078	New York Central Railroad,
61	1919	Chesapeake & Ohio Railway,	Paintsville, Ky.,	July 7, 1934	69	2079	Illinois Central Railroad,
61	1921	Denver & Rio Grande Western Railroad,	Yoho, Colo.,	July 26, 1934	69	2086	Central of Georgia Railway,
61	1922	Southern Pacific Company,	Manteca, Calif.,	August 3, 1934	69	2093	Missouri Pacific Railroad,
61	1923	Great Northern Railway,	Wolf Point, Mont.,	August 10, 1934	69	2101	Chicago, Burlington & Quincy Railroad,
61	1924	Michigan Central Railroad,	Vermontville, Mich.,	August 10, 1934	69	2102	Louisiana & Arkansas Railway,
61	1925	Virginian Railway,	Dothan, N. Va.,	August 12, 1934	69	2103	Ann Arbor Railroad,
61	1928	New York Central Railroad,	Crugers, N.Y.,	August 31, 1934	70	2107	Chicago, Burlington & Quincy Railroad,
61	1929	Iasco & Mississippi Valley Railroad, Illinois Central System,	Centerville, Miss.,	September 3, 1934	70	2108	Pennsylvania Railroad,
61	1930	Atchison, Topeka & Santa Fe Railway,	Cambridge, Kans.,	September 7, 1934	70	2112	Cleveland, Cincinnati, Chicago & St. Louis Railway,
61	1933	Cleveland, Cincinnati, Chicago & St. Louis Railway,	Lawrenceville, Ill.,	September 18, 1934	70	2113	Baltimore & Ohio Railroad,
61	1934	Pennsylvania Railroad,	Convoy, Ohio,	September 29, 1934	70	2114	Indiana Railroad,
62	1936	Chicago, Milwaukee, St. Paul & Pacific Railroad,	Guttenberg, Iowa,	October 11, 1934	70	2115	New York, New Haven and Hartford Railroad,
62	1937	Chicago, Rock Island & Pacific Railway,	Downey, Iowa,	October 12, 1934	70	2121	Chicago Rapid Transit Company,
62	1938	Pennsylvania Railroad,	Laurel Hill, Pa.,	October 21, 1934	70	2126	Chicago Great Western Railroad,
62	1943	Boston and Maine Railroad,	Ayer, Mass.,	November 9, 1934	70	2127	St. Louis Southwestern Railway,
62	1944	Nicholas, Fayette and Greenbrier Railroad,	San Mill, N. Va.,	November 15, 1934	70	2128	Louisville & Nashville Railroad,
62	1948	Atlantic Coast Line Railroad,	Forrester, Fla.,	December 3, 1934	71	2133	International-Great Northern Railroad,
62	1950	Chicago, Great Western Railroad,	West St. Paul, Minn.,	December 4, 1934	71	2137	Chicago, Springfield & St. Louis Railway,
62	1953	Denver and Rio Grande Western Railroad,	Niger, Colo.,	December 12, 1934	71	2141	Union Pacific Railroad,
62	1957	Cleveland, Cincinnati, Chicago & St. Louis Railway,	Paget, Ohio,	December 23, 1934	71	2142	Chicago, Rock Island & Pacific Railway,
62	1958	Pennsylvania Railroad,	Linden, Ohio,	December 27, 1934	71	2143	Southern Pacific Railroad,
63	1960	Southern Railway,	Charlotte, N.C.,	January 13, 1935	71	2148	Baltimore & Ohio Railroad,
63	1961	Delaware, Lackawanna & Western Railroad,	Newton, N.J.,	January 19, 1935	71	2150	Chicago, Milwaukee, St. Paul & Pacific Railroad,
63	1962	Central Railroad of New Jersey,	West Carteret, N.J.,	January 23, 1935	72	2170	Chicago & North Western Railway,
63	1963	Delaware, Lackawanna & Western Railroad,	Harrison, N.J.,	January 29, 1935	72	2171	Denver & Rio Grande Western Railroad,
63	1964	Pennsylvania Railroad,	Edgewood, Md.,	February 5, 1935	72	2172	Grand Trunk Western Railroad,
63	1966	Florida East Coast Railway,	Jupiter, Fla.,	February 12, 1935	72	2174	Louisville & Nashville Railroad,
63	1968	Pennsylvania Railroad,	Woodbridge, N.J.,	February 21, 1935	72	2175	Pennsylvania Railroad,
63	1969	Nashville, Chattanooga & St. Louis Railway,	Lexington, Tenn.,	February 23, 1935	72	2177	Seaboard Air Line Railway,
63	1973	Missouri Pacific Railroad,	Shields, Kans.,	March 26, 1935	72	2182	Texas & New Orleans Railroad,
64	1978	Baltimore & Ohio Railroad,	Rockville, Md.,	April 11, 1935	72	2183	Atchison, Topeka & Santa Fe Railway,
64	1981	Missouri-Kansas-Texas Railroad,	Cross (Parsons), Kans.,	April 26, 1935	73	2185	Chicago & North Western Railway,
64	1982	Denver & Salt Lake Railway,	Tolland, Colo.,	May 2, 1935	73	2189	Pennsylvania Railroad,
64	1989	Chicago, Rock Island & Pacific Railway, Minneapolis & St. Louis RR.	Morning Sun, Iowa,	June 13, 1935	73	2190	Southern Pacific Company,
64	1990	Texas & Pacific Railway,	T. & P. Jct., (Dallas), Tex.	June 14, 1935	73	2192	Houston Belt & Terminal Railway,
65	1993	Great Northern Railway,	Lanark, Mont.,	July 5, 1935	73	2195	Pennsylvania Railroad,
65	1994	Pennsylvania Railroad,	Upper Sandusky, Ohio,	July 17, 1935	73	2198	Wabash Railway,
65	1995	Northern Pacific Railway,	Welland, Wash.,	July 17, 1935	74	2203	Missouri Pacific Railroad,
65	1998	Camas Prairie Railroad,	Leviston, Idaho,	August 1, 1935	74	2205	Chicago, Burlington & Quincy Railroad,
65	2003	Cincinnati & Lake Erie Railroad,	Springfield, Ohio,	August 10, 1935	74	2208	Pennsylvania Railroad,
65	2012	Cleveland, Cincinnati, Chicago & St. Louis Railway,	Hollaboro, Ill.,	September 20, 1935	74	2210	Chicago Great Western Railroad,
66	2014	Long Island Railroad,	Hicksville, N.Y.,	October 16, 1935	74	2211	Southern Pacific Company,
66	2015	Southern Pacific Company,	West Glendale, Calif.,	October 19, 1935	74	2212	Delaware, Lackawanna & Western Railroad,
66	2018	Denver & Salt Lake Railway,	Sulphur, Colo.,	November 8, 1935	74	2215	Wabash Railway,
66	2019	Missouri Pacific Railroad,	Windsor, La.,	November 10, 1935	74	2217	Illinois Central System,
66	2022	Pennsylvania Railroad,	Blairsville, Pa.,	November 29, 1935	74	2218	Central of Georgia Railway,
66	2024	Georgia Railroad,	Dearing, Ga.,	December 12, 1935	74	2219	Central of Georgia Railway,
66	2025	Virginian Railway,	Lester Siding, N. Va.,	December 13, 1935	74	2220	St. Louis Southwestern Railway of Texas,
66	2029	Chicago, Rock Island & Pacific Railway,	Jefferson, Okla.,	December 30, 1935	74	2222	Western Pacific Railroad,
67	2030	Missouri Pacific Railroad,	Lone Tree, Mo.,	January 4, 1936	74	2223	Chicago, Milwaukee, St. Paul & Pacific Railroad,
67	2035	Southern Railway,	Lake, Ill.,	January 22, 1936	74	2225	Norfolk & Western Railway,

Anti Union Terminal Company,

ern Railway,  
Anti Union Terminal Company,  
ern Pacific Railway,  
son, Topeka & Santa Fe Railway.

ylvania Railroad,  
al of Georgia Railway,  
Pacific Railroad,  
go, Burlington & Quincy Railroad,

Anti & Lake Erie Railroad,  
son, Topeka & Santa Fe Railway,  
eri Pacific Railroad,  
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eri Pacific Railroad,

go, Burlington & Quincy Railroad,  
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ylvania Railroad,  
land, Cincinnati, Chicago & St. Louis Railway,  
more & Ohio Railroad,  
ak Railroad,

ork, New Haven and Hartford Railroad,  
go Rapid Transit Company,  
go Great Western Railroad,  
ouis Southwestern Railway,

ville & Nashville Railroad,  
national-Great Northern Railroad,  
go, Springfield & St. Louis Railway,  
Pacific Railroad,

go, Rock Island & Pacific Railway,  
ern Pacific Railroad,  
more & Ohio Railroad,  
go, Milwaukee, St. Paul & Pacific Railroad,

go & North Western Railway,  
r & Rio Grande Western Railroad,  
Trunk Western Railroad,  
ville & Nashville Railroad,

ylvania Railroad,  
ard Air Line Railway,  
& New Orleans Railroad,  
son, Topeka & Santa Fe Railway,

go & North Western Railway,  
ylvania Railroad,  
ern Pacific Company,  
on Belt & Terminal Railway,

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h Railway,  
eri Pacific Railroad,  
go, Burlington & Quincy Railroad,

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go Great Western Railroad,  
ern Pacific Company,  
are, Locksman & Western Railroad,

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ois Central System,  
al of Georgia Railway,  
al of Georgia Railway,

ouis Southwestern Railway of Texas,  
rn Pacific Railroad,  
go, Milwaukee, St. Paul & Pacific Railroad,  
lk & Western Railway,

Cincinnati, Ohio,

Allendale, S.C.,  
Cincinnati, Ohio,  
Borax, Mont.,  
Claremont, Calif.,

Maror, Pa.,  
Byron, Ga.,  
Manchen, Kans.,  
Moag, Mebr.,

Urbana, Ohio,  
Lawrie, Okla.,  
Valley Park, Mo.,  
Wayne Jet., Mich.,

Riga, Mich.,  
Covington, Tenn.,  
Ogeesha, Ga.,  
Mabalvale, Ark.,

Spear, Mont.,  
Moore, La.,  
Uranis, Mich.,  
Omar, Colo.,

Princeton Jet., N.J.,  
London, Ind.,  
Branchville, Md.,  
East Germantown, Ind.,

Barrington, R.I.,  
Chicago, Ill.,  
Boyd, Iowa,  
Corley, Tex.,

Castleberry, Ala.,  
Austin, Tex.,  
Springfield, Ill.,  
Orchard, Colo.,

Logan, N. Mac.,  
Selma, Calif.,  
Dorsey, Md.,  
Rockton, Ill.,

DeSmet, S. Dak.,  
Dominguez, Colo.,  
Ionia, Mich.,  
East Bernstadt, Ky.,

Bay View, Md.,  
Youngville, N.C.,  
Shreveport, La.,  
Barstow, Calif.,

Evanston, Ill.,  
Philadelphia, Pa.,  
Yamsey, Oregon,  
Houston, Tex.,

New Galilee, Pa.,  
New Haven, Ind.,  
Cale, Ind.,  
Kemp, Mebr.,

Riegelsville, N.J.,  
Mason City, Iowa,  
Turlock, Calif.,  
Portland, Pa.,

Catlin, Ill.,  
Tallahatchie, Miss.,  
Arles, Ga.,  
Lovejoy, Ga.,

Rusk, Tex.,  
Pulga, Calif.,  
Morton Grove, Ill.,  
Bluefield, Va.,

January 31, 1936

February 8, 1936  
February 23, 1936  
February 26, 1936  
March 23, 1936

March 27, 1936  
March 28, 1936  
April 20, 1936  
April 24, 1936

April 28, 1936  
May 30, 1936  
June 23, 1936  
July 5, 1936

July 9, 1936  
July 10, 1936  
July 23, 1936  
September 8, 1936

September 22, 1936  
September 28, 1936  
September 30, 1936  
October 27, 1936

October 29, 1936  
November 11, 1936  
November 11, 1936  
November 12, 1936

November 13, 1936  
November 24, 1936  
December 13, 1936  
December 15, 1936

December 17, 1936  
January 5, 1937  
January 11, 1937  
February 8, 1937

February 9, 1937  
February 12, 1937  
February 15, 1937  
February 21, 1937

April 25, 1937  
April 26, 1937  
May 3, 1937  
May 23, 1937

May 28, 1937  
June 2, 1937  
June 26, 1937  
June 29, 1937

July 2, 1937  
July 30, 1937  
August 2, 1937  
August 3, 1937

August 18, 1937  
Sept. 7, 1937  
October 3, 1937  
October 7, 1937

October 16, 1937  
October 22, 1937  
October 23, 1937  
October 24, 1937

October 26, 1937  
November 4, 1937  
November 4, 1937  
November 6, 1937

November 6, 1937  
November 11, 1937  
November 14, 1937  
November 30, 1937



REF NO.	INVESTIGATION NUMBER	NAME OF CARRIER	LOCATION	DATE	QUARTERLY SUMMARY NUMBER	INVESTIGATION NUMBER	NAME OF CARRIER
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
2226		Illinois Central System,	Chicago, Ill.,	November 22, 1937	81	2376	Central Railroad of New Jersey,
2236		Pere Marquette Railway,	Beech, Mich.,	December 17, 1937	81	2378	Boston and Maine Railroad,
2237		Louisville & Nashville Railroad,	Hopkinsville, Ky.,	December 24, 1937	81	2379	Chicago, Milwaukee, St. Paul and Pacific Railroad,
2238		Pennsylvania Railroad,	Pittsburgh, Pa.,	December 25, 1937	82	2389	Pennsylvania Railroad,
2241		Great Northern Railway,	Monroe, Wash.,	December 28, 1937	82	2392	Great Northern Railway,
2245		New York Central Railroad,	Syracuse, N.Y.,	January 19, 1938	82	2394	Chicago & North Western Railway,
2246		Minneapolis, St. Paul & Sault Ste. Marie Railway,	Voltaire, N. Dak.,	January 20, 1938	82	2398	Chicago, Milwaukee, St. Paul and Pacific Railroad,
2249		Missouri Pacific Railroad,	Cunningham Spur, Ark.,	February 6, 1938	82	2399	Union Pacific Railroad,
2250		Mobile & Ohio Railroad,	Murphysboro, Ill.,	February 12, 1938	82	2400	Terminal Railroad Association of St. Louis,
2251		Michigan Central Railroad,	Monroe, Mich.,	February 13, 1938	82	2401	Texas and New Orleans Railroad of the Southern Pacific Line,
2252		Coburn & Southern Railway,	Folsom, N. Mex.,	February 16, 1938			
2253		St. Louis Southwestern Railway,	Roe, Ark.,	February 17, 1938			
2254		Missouri Pacific Railroad,	Benton, Ark.,	February 19, 1938			
2255		Wabash Railway,	North, Ill.,	February 22, 1938			
2256		Kansas City Southern Railway,	Spencer, Tex.,	February 23, 1938			
2259		Louisville & Nashville Railroad,	Patio, Ky.,	March 10, 1938			
2261		Central Railroad of New Jersey,	Sewaren, N.J.,	March 21, 1938			
2264		Chicago Great Western Railroad,	Clare, Ill.,	April 3, 1938			
2265		New York Central Railroad,	Yonkers, N.Y.,	April 9, 1938			
2268		New York Central Railroad,	North Germantown, N.Y.,	April 17, 1938			
2271		Chicago Great Western Railroad,	Bolton, Ill.,	May 25, 1938			
2272		Pennsylvania Railroad,	Van Wert, Ohio,	May 26, 1938			
2273		Boston & Maine Railroad,	East Somerville, Mass.,	May 31, 1938			
2275		Missouri Pacific Railroad,	Kennett, Mo.,	June 11, 1938			
2278		Chicago, Milwaukee, St. Paul & Pacific Railroad,	Saugus, Mont.,	June 19, 1938			
2279		Chicago, Milwaukee, St. Paul & Pacific Railroad,	Ingomar, Mont.,	June 26, 1938			
2284		Chesapeake Western Railway,	Laymans, Va.,	July 30, 1938			
2285		New York Central Railroad,	Rocky Ridge, Ohio,	July 31, 1938			
2287		Wabash Railway,	Huntington, Ind.,	August 13, 1938			
2288		Wabash Railway,	Chicago Ridge, Ill.,	September 3, 1938			
2289		Chicago, St. Paul, Minneapolis & Omaha Railway,	Northline, Wis.,	September 9, 1938			
2290		Chicago, St. Paul, Minneapolis & Omaha Railway,	Valley Junction, Wis.,	September 11, 1938			
2294		Southern Pacific Railroad,	Tortuga, Calif.,	September 30, 1938			
2296		New York Central Railroad,	Adams, N.Y.,	September 23, 1938			
2297		Denver & Salt Lake Railway,	Lowell, Colo.,	September 27, 1938			
2299		St. Louis-San Francisco Railway,	Columbus, Kans.,	October 10, 1938			
2301		Chicago & North Western Railway,	Maribel, Wis.,	October 18, 1938			
2303		Chicago & North Western Railway,	McHenry, Ill.,	October 21, 1938			
2305		Baltimore & Ohio Railroad,	Trenton, Ohio,	October 31, 1938			
2306		Chicago, Rock Island & Pacific Railway, and C.B. & Q. RR.,	Council Bluffs, Iowa,	November 6, 1938			
2307		Boston & Maine Railroad,	Charlson, Mass.,	November 7, 1938			
2309		New York Central Railroad and Grand Trunk Western Railroad,	South Bend, Ind.,	November 12, 1938			
2312		Grand Central Terminal Railroad,	New York, N.Y.,	November 29, 1938			
2313		Western Pacific Railroad,	Croville, Calif.,	November 30, 1938			
2315		Erie Railroad,	Howells Junction, N.Y.,	December 5, 1938			
2317		International-Great Northern Railroad, Missouri Pacific Lines,	McNeil, Tex.,	December 8, 1938			
2318		Baltimore & Ohio Railroad,	Standley, Ohio,	December 10, 1938			
2321		Chesapeake & Ohio Railway,	Marmet, W. Va.,	December 30, 1938			
2323		Wabash Railway,	Defiance, Ohio,	January 14, 1939			
2326		Baltimore & Ohio Railroad,	Broad Ford, Pa.,	December 16, 1938			
2335		Union Pacific Railroad,	Boaler, Wyo.,	February 24, 1939			
2340		Minneapolis, St. Paul & Sault Ste. Marie Railway,	Oscola, Wis.,	March 22, 1939			
2341		Duluth, South Shore & Atlantic Railway,	Michigan, Mich.,	March 30, 1939			
2344							

Sheet 13 of 13 sheets

LOCATION	DATE
(4)	(5)
Chatsworth, N. J.,	August 19, 1939
Portsmouth, N. H.,	September 10, 1939
Avery, Idaho,	September 15, 1939
Fort Wayne, Ind.,	October 24, 1939
Katka, Idaho,	November 8, 1939
Great Lakes, Ill.,	November 22, 1939
Elkhart Lake, Wis.,	December 16, 1939
Richland, Nebr.,	December 20, 1939
East St. Louis, Ill.,	December 25, 1939
Orange, Texas,	December 30, 1939

74	2238	Pennsylvania Railroad,	Pittsburgh, Pa.,	December 4, 1937	82	2392	Great Northern Railway,
74	2241	Great Northern Railway,	Monroe, Wash.,	December 25, 1937	82	2394	Chicago & North Western Railway,
75	2245	New York Central Railroad,	Syracuse, N.Y.,	January 19, 1938	82	2398	Chicago, Milwaukee, St. Paul and Pacific Railroad,
75	2246	Minneapolis, St. Paul & Sault Ste. Marie Railway,	Voltaire, N. Dak.,	January 20, 1938	82	2399	Union Pacific Railroad,
75	2249	Missouri Pacific Railroad,	Cunningham Spur, Ark.,	February 6, 1938	82	2400	Terminal Railroad Association of St. Louis,
75	2250	Mobile & Ohio Railroad,	Murphysboro, Ill.,	February 12, 1938	82	2401	Texas and New Orleans Railroad of the Southern Pacific
75	2251	Michigan Central Railroad,	Monroe, Mich.,	February 13, 1938			
75	2252	Colorado & Southern Railway,	Folsom, N. Mex.,	February 16, 1938			
75	2253	St. Louis Southwestern Railway,	Roe, Ark.,	February 17, 1938			
75	2254	Missouri Pacific Railroad,	Benton, Ark.,	February 19, 1938			
75	2255	Wabash Railway,	North, Ill.,	February 22, 1938			
75	2256	Kansas City Southern Railway,	Spencer, Tex.,	February 23, 1938			
75	2259	Louisville & Nashville Railroad,	Patic, Ky.,	March 10, 1938			
75	2261	Central Railroad of New Jersey,	Sewaren, N.J.,	March 21, 1938			
76	2264	Chicago Great Western Railroad,	Clare, Ill.,	April 3, 1938			
76	2265	New York Central Railroad,	Yonkers, N.Y.,	April 9, 1938			
76	2266	New York Central Railroad,	North Germantown, N.Y.,	April 17, 1938			
76	2271	Chicago Great Western Railroad,	Bolton, Ill.,	May 25, 1938			
76	2272	Pennsylvania Railroad,	Van Wert, Ohio,	May 26, 1938			
76	2273	Boston & Maine Railroad,	East Somerville, Mass.,	May 31, 1938			
76	2275	Missouri Pacific Railroad,	Hamate, Mo.,	June 11, 1938			
76	2278	Chicago, Milwaukee, St. Paul & Pacific Railroad,	Saugus, Mont.,	June 19, 1938			
76	2279	Chicago, Milwaukee, St. Paul & Pacific Railroad,	Ingomar, Mont.,	June 25, 1938			
77	2284	Chesapeake Western Railway,	Laymans, Va.,	July 30, 1938			
77	2285	New York Central Railroad,	Rocky Ridge, Ohio,	July 31, 1938			
77	2287	Wabash Railway,	Huntington, Ind.,	August 13, 1938			
77	2288	Wabash Railway,	Chicago Ridge, Ill.,	September 3, 1938			
77	2289	Chicago, St. Paul, Minneapolis & Omaha Railway,	Northline, Wis.,	September 9, 1938			
77	2290	Chicago, St. Paul, Minneapolis & Omaha Railway,	Valley Junction, Wis.,	September 11, 1938			
77	2294	Southern Pacific Railroad,	Tortuga, Calif.,	September 20, 1938			
77	2296	New York Central Railroad,	Adams, N.Y.,	September 23, 1938			
77	2297	Denver & Salt Lake Railway,	Lowell, Colo.,	September 27, 1938			
78	2299	St. Louis-San Francisco Railway,	Columbus, Kans.,	October 10, 1938			
78	2301	Chicago & North Western Railway,	Maribel, Wis.,	October 18, 1938			
78	2303	Chicago & North Western Railway,	McHenry, Ill.,	October 23, 1938			
78	2305	Baltimore & Ohio Railroad,	Trenton, Ohio,	October 31, 1938			
78	2306	Chicago, Rock Island & Pacific Railway, and C.B. & Q. RR.,	Council Bluffs, Iowa,	November 6, 1938			
78	2307	Boston & Maine Railroad,	Charlemont, Mass.,	November 7, 1938			
78	2309	New York Central Railroad and Grand Trunk Western Railroad,	South Bend, Ind.,	November 12, 1938			
78	2312	Grand Central Terminal Railroad,	New York, N.Y.,	November 29, 1938			
78	2313	Western Pacific Railroad,	Oroville, Calif.,	November 30, 1938			
78	2316	Erie Railroad,	Bowells Junction, N.Y.,	December 5, 1938			
78	2317	International-Great Northern Railroad, Missouri Pacific Lines,	McNeil, Tex.,	December 8, 1938			
78	2318	Baltimore & Ohio Railroad,	Standley, Ohio,	December 10, 1938			
78	2321	Chesapeake & Ohio Railway,	Marmas, N. Va.,	December 30, 1938			
79	2323	Wabash Railway,	Defiance, Ohio,	January 14, 1939			
79	2326	Baltimore & Ohio Railroad,	Broad Ford, Pa.,	December 16, 1938			
79	2335	Union Pacific Railroad,	Bosler, Wyo.,	February 24, 1939			
79	2340	Minneapolis, St. Paul & Sault Ste. Marie Railway,	Ocoee, Wis.,	March 22, 1939			
79	2341	Duluth, South Shore & Atlantic Railway,	Michigan, Mich.,	March 30, 1939			
80	2346	Northern Pacific Railway,	Encoda, Wash.,	April 27, 1939			
80	2352	New York, New Haven & Hartford Railroad,	Newington, Conn.,	May 25, 1939			
80	2355	Chicago, Milwaukee, St. Paul & Pacific Railroad,	Astico, Wis.,	May 26, 1939			
80	2356	Missouri-Kansas-Texas Railroad,	Rhineland, Mo.,	May 27, 1939			
80	2357	Pennsylvania Railroad,	Harrison, N.J.,	June 2, 1939			
80	2359	Texas and Pacific Railway,	Ranger, Tex.,	June 3, 1939			
80	2362	Cleveland, Cincinnati, Chicago & St. Louis Railway,	Shelbyville, Ind.,	June 5, 1939			
80	2363	Great Northern Railway,	Walker, Minn.,	June 6, 1939			
80	2364	Union Pacific Railroad,	Rigby, Idaho,	June 17, 1939			
81	2370	Missouri Pacific Railroad,	Chester, Ill.,	July 13, 1939			
81	2371	Atchison, Topeka & Santa Fe Railway,	Cocoonino, Ariz.,	July 27, 1939			
81	2373	St. Louis-San Francisco Railway,	Pickensville, Ala.,	August 10, 1939			
81	2374	Denver and Rio Grande Western Railroad and the Atchison, Topeka & Santa Fe Railway-Colorado and Southern Railway,	South Denver, Colo.,	August 12, 1939			
81	2375	Southern Pacific Railroad,	Rarney, Nev.,	August 12, 1939			



**SOUTHERN PACIFIC COMPANY (Pacific Lines)**

	YEAR (a)	TOTAL LOCOMOTIVE MILES (THOUSANDS) (b)	TRAIN & TRAIN SERVICE ACCIDENTS CASUALTIES TO EMPLOYEES ON DUTY			TOTAL CASUALTIES PER MILLION LOCOMOTIVE MILES (f)
			KILLED (c)	INJURED (d)	TOTAL (e)	
(1)	1923	51 136	36	770	806	15.76
(2)	1924	47 898	37	586	623	13.01
(3)	1925	53 856	25	631	656	12.18
(4)	1926	58 090	30	543	573	9.86
(5)	1927	54 197	24	490	514	9.48
(6)	1928	54 500	24	507	531	9.72
	Total					Average
(7)	1923-28	319 677	176	3 527	3 703	11.58
(8)	1929	57 643	26	544	570	9.89
(9)	1930	51 367	15	360	375	7.30
(10)	1931	43 305	13	307	320	7.39
(11)	1932	36 699	11	228	239	6.51
(12)	1933	32 851	13	221	234	7.12
(13)	1934	36 646	10	243	253	6.90
	Total					Average
(14)	1929-34	258 511	88	1 903	1 991	7.70
(15)	1935	39 206	23	294	317	8.09
(16)	1936	48 627	14	420	434	8.93
(17)	1937	53 438	23	494	517	9.67
(18)	1938	44 954	16	333	349	7.76
(19)	1939	45 299	29	315	344	7.59
	Total					Average
(20)	1935-39	231,524	105	1 856	1 961	8.47
(21)	Period 1929-34 Compared with period 1923-28 - Decrease					33.51%
(22)	Period 1935-39 Compared with period 1929-34 - Increase					10.00%
(23)	Period 1935-39 Compared with period 1923-28 - Decrease					26.86%

SOURCE: I.C.C. Annual Accident Bulletins; Column (b), Table 101 for years 1923 and 1924; Table 97 for subsequent years. Columns (c) and (d); Tables 99.

Pacific Lines, as of December 31, 1938, included 8,706 miles of road operated in States of Nevada, Utah, California, Oregon, Arizona, Texas and New Mexico.

5827

3349



**Defendant's Exhibit No. 273 (Witness J.J. Sullivan)**  
**Feb. 5, 1941**

**CASUALTIES TO TRAINMEN ON DUTY  
ALL CLASSES OF SERVICE  
SUSTAINED IN TRAIN AND TRAIN SERVICE ACCIDENTS  
REFLECTED BY STATISTICS OF THE INTERSTATE COMMERCE COMMISSION  
YEARS 1923 - 1939, INCLUSIVE**

**SOUTHERN PACIFIC COMPANY (Pacific Lines)**

	YEAR	TOTAL LOCOMOTIVE MILES RUN (THOUSANDS)	TOTAL MAN-HOURS WORKED BY TRAINMEN (THOUSANDS)	TOTAL CAR MILES (THOUSANDS)	TRAIN & TRAIN SERVICE ACCIDENTS CASUALTIES TO TRAINMEN ON DUTY			TOTAL CASUALTIES		
					KILLED	INJURED	TOTAL	PER MILLION LOCOMOTIVE MILES	PER MILLION MAN-HOURS WORKED	PER 100 MILLION CAR MILES
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)
(1)	1923	51 136	25 055	875 630	16	643	659	12.89	26.30	75.26
(2)	1924	47 898	22 999	863 041	19	494	513	10.71	22.31	59.44
(3)	1925	53 856	25 148	1 025 175	10	504	514	9.54	20.44	50.14
(4)	1926	58 090	25 036	1 065 357	17	443	460	7.92	18.37	43.18
(5)	1927	54 197	24 333	1 097 094	14	417	431	7.95	17.71	39.29
(6)	1928	54 500	24 333	1 149 310	10	441	451	8.27	18.53	39.24
(7)	Total 1923-28	319 677	146 904	6 075 607	86	2 942	3 028	Average 9.47	Average 20.61	Average 49.84
(8)	1929	57 643	24 725	1 178 259	14	458	472	8.19	19.09	40.06
(9)	1930	51 367	20 896	1 056 223	7	316	323	6.29	15.46	30.58
(10)	1931	43 305	16 820	875 928	9	259	268	6.19	15.93	30.60
(11)	1932	36 699	13 713	736 769	9	201	210	5.72	15.31	28.50
(12)	1933	32 851	12 422	686 507	10	195	205	6.24	16.50	29.86
(13)	1934	36 646	14 173	809 766	7	218	225	6.14	15.88	27.79
(14)	Total 1929-34	258 511	102 749	5 343 452	56	1 647	1 703	Average 6.59	Average 16.57	Average 31.87
(15)	1935	39 206	15 267	887 536	9	244	255	6.45	16.57	28.51
(16)	1936	48 627	19 214	1 071 541	10	357	367	7.55	19.10	34.25
(17)	1937	53 438	21 519	1 171 350	12	424	442	8.27	20.54	37.73
(18)	1938	42 514	20 555	1 021 947	10	291	301	6.70	16.86	29.45
(19)	1939	45 299	18 301	1 113 826	11	249	260	5.74	14.21	23.34
(20)	Total 1935-39	231 524	92 156	5 266 220	58	1 565	1 623	Average 7.01	Average 17.61	Average 30.82
(21)	Period 1929-34 compared with period 1923-28 - Decrease							30.41%	19.60%	36.06%
(22)	Period 1935-39 compared with period 1929-34 - Decrease							6.37%	6.28%	3.29%
(23)	Period 1935-39 compared with period 1923-28 - Decrease							25.98%	14.56%	38.16%

	YEAR (a)	LOCOMOTIVE MILES RUN (THOUSANDS) (b)	MAN-HOURS WORKED BY TRAINMEN (THOUSANDS) (c)	TOTAL CAR MILES (THOUSANDS) (d)	TRAIN & TRAIN SERVICE ACCIDENTS CASUALTIES TO TRAINMEN ON DUTY			TOTAL CASUALTIES		
					KILLED (e)	INJURED (f)	TOTAL (g)	PER MILLION LOCOMOTIVE MILES (h)	PER MILLION MAN-HOURS WORKED (i)	PER 100 MILLION CAR MILES (j)
(1)	1923	51 136	25 055	875 630	16	643	659	12.89	26.30	75.26
(2)	1924	47 898	22 999	863 041	19	494	513	10.71	22.31	59.44
(3)	1925	53 856	25 148	1 025 175	10	504	514	9.54	20.44	50.14
(4)	1926	58 090	25 036	1 065 357	17	443	460	7.92	18.37	43.18
(5)	1927	54 197	24 333	1 097 094	14	417	431	7.95	17.71	39.29
(6)	1928	54 500	24 333	1 149 310	10	441	451	8.27	18.53	39.24
(7)	Total 1923-28	319 677	146 904	6 075 607	86	2 942	3 028	Average 9.47	Average 20.61	Average 49.84
(8)	1929	57 643	24 725	1 178 259	12	458	472	8.19	19.09	40.06
(9)	1930	51 367	20 896	1 056 223	7	316	323	6.29	15.46	30.58
(10)	1931	43 305	16 820	875 928	9	259	268	6.19	15.93	30.60
(11)	1932	36 699	13 713	736 769	9	201	210	5.72	15.31	28.50
(12)	1933	32 851	12 422	686 507	10	195	205	6.24	16.50	29.86
(13)	1934	36 646	14 173	809 766	7	218	225	6.14	15.88	27.79
(14)	Total 1929-34	258 511	102 749	5 343 452	56	1 647	1 703	Average 6.59	Average 16.57	Average 31.87
(15)	1935	39 206	15 267	887 536	9	244	253	6.45	16.57	28.51
(16)	1936	48 627	19 214	1 071 541	10	357	367	7.55	19.10	34.25
(17)	1937	53 438	21 519	1 171 350	12	424	442	8.27	20.54	37.73
(18)	1938	44 814	21 895	1 021 957	10	291	301	6.70	16.86	29.45
(19)	1939	45 299	18 301	1 113 826	11	249	260	5.74	14.21	23.94
(20)	Total 1935-39	231 524	92 156	5 266 220	58	1 565	1 623	Average 7.01	Average 17.61	Average 30.82
(21)	Period 1929-34 compared with period 1923-28 - Decrease							30.41%	19.60%	36.06%
(22)	Period 1935-39 compared with period 1929-34 - Decrease							6.37%	6.28%	3.29%
(23)	Period 1935-39 compared with period 1923-28 - Decrease:							25.98%	14.56%	38.16%

NOTE: The term "trainmen," includes engineers and motormen, firemen and helpers, conductors, brakemen, and flagmen engaged in passenger, freight, yard, or work service; also train baggagemen, but not hostlers. (Page 122, I.C.C. Accident Bulletin No. 108 and prior).

SOURCE: I.C.C. Annual Accident Bulletins; column (b), table 101 for the years 1923 and 1924; table 97 for later years, columns (c), (e) and (f) table 99, except column (c) for year 1923 obtained from Interstate Commerce Commission's Form B. Column (d) I.C.C. Statistics of Railways in the United States.

Pacific Lines, as of December 31, 1938, included 8,706 miles of road operated in the States of Nevada, Utah, California, Oregon, Arizona, Texas and New Mexico.

g - Increase

5828

3350



## Defendant's Exhibit No. 274 (Witness J.J. Sullivan)

SOUTHERN PACIFIC COMPANY  
(Pacific Lines)

DETAIL OF CASUALTIES TO ALL CLASSES OF EMPLOYEES ON DUTY, SUSTAINED IN TRAIN AND TRAIN SERVICE ACCIDENTS,  
ROAD FREIGHT TRAIN OPERATION  
REPORTABLE TO THE INTERSTATE COMMERCE COMMISSION  
YEARS 1923 TO 1929 INCLUSIVE

## STATE OF ARIZONA

EMP. NO.	DATE	LOCATION	I.C.C. CLASS	TRAIN NUMBER	NO. CARS IN TRAIN	SPEED M.P.H.	PERSON INJURED		ESTIMATED DISABILITY (Days)	DESCRIPTION OF ACCIDENT
							NAME	OCCUPATION		
YEAR 1923										
(1)	1-1	Tuma	S-g	2-246	46	15	W.W.Pettis	Conductor	30	Stepped on rock getting off engine.
(2)	1-2	Tully	S-g	L-3640-W	57	3	C.H.Sellars	Conductor	7	Fell when defective hand hold came loose
(3)	1-8	Gila	S-a	2-426	50	2	C.E.Jacobs	Brakeman	30	Shoved drawbar over with feet, coupling engine to caboose.
(4)	1-20	Stockham	S-d	L-3639-W	58	8	H.A.Miller	Fireman	25	Engine derailed at switch.
(5)	1-24	Tuma	S-j	L-2820-W	57	Standing	T.Heath	Conductor	20	Fell and struck head on some part of train equipment.
(6)	1-28	Tucson	PS-J	L-2797-W	69	4	T.A.Timney H.R.Rutledge	Conductor Brakeman	8 13	Train parted due to some one stopping on cutting lever caused rough stop of train.
(7)	2-5	Wellton	S-g	1-426	58	22	H.J.Hennessey	Investigator	4	Attempting board caboose, struck derail stand.
(8)	3-4	San Simon	S-g	L-3654-W	67	Standing	B.F.Oliver	Brakeman	14	Fell from bridge when detraining from train.
(9)	3-10	Sybil	S-g	3-412	66	Standing	F.S.Thomas	Brakeman	5	Fell passing over between cars in train.
(10)	3-13	Rushin	S-j	L-3667-W	66	25	J.Broome	Trk.walker	13	Struck by pipe in passing train.
(11)	3-24	Hualapai	PS-J	482	41	Standing	G.C.Boone	Brakeman	30	Lost balance and fell from top of caboose to ground.
(12)	3-26	Estrella	PS-J	L-2547-W	70	12	L.Dean	NSB Cook	14	Undesired emergency caused rough stop of train.
(13)	3-26	Bowie	S-a	L-2659-W	66	25	D.I.Robinson	Fireman	5	Sand in eye, sanding out engine.
(14)	4-11	Sybil	S-j	L-3640-W	53	Standing	P.H.Holden	Spec.Officer	14	Shot by negro trespasser.
(15)	4-12	Artes	PS-J	L-2822-W	53	5	B.D.White	Brakeman	10	Slack ran in as train was being brought to a stop, injuring brakeman in cab.
(16)	4-29	Artes	PS-J	1-412	68	6	R.L.Rutime	Brakeman	6	Undesired emergency as train was being brought to a stop, injured brakeman in caboose.
(17)	5-1	Hendon	S-j	L-2739-W	67	20	J.H.Hamilton	Brakeman	4	Flying particle of metal in eye.
(18)	5-6	Tuma	S-a	2-426	55	Standing	J.F.Hundy	Brakeman	7	Struck on chest when switch handle flew up.
(19)	5-23	Stockham	S-j	L-2752-W	68	Standing	R.T.Burr	Brakeman	4	Strained ligament in leg while running.
(20)	6-14	Tucson	S-a	1-422	67	Standing	L.J.Murphy	Engineer	16	Swinging through cab window to ground.
(21)	6-26	Musina	S-a	L-2595-W	65	35	A.H.Isaacs	Fireman	6	Burned by escaping steam from squirt hose.
(22)	6-28	Tully	PS-J	L-3647-W	58	25	J.Hunter	Brakeman	7	Undesired emergency caused sudden stop and injury to brakeman in caboose.
(23)	7-5	Lancho	S-a	L-3252-W	49	30	J.Weigal	Engineer	7	Foreign particle in eye.
(24)	7-7	Navier	S-d	L-2752-W	12	2	C.J.Broyles	Brakeman	7	Slipped and fell while setting hand brake.
(25)	7-7	Don	S-j	2-92	41	5	A.E.Andrews	Brakeman	20	Struck by piece of lumber shifting on car.
(26)	7-10	Patio	C-b	L-2583-W	47	3	P.Morales	Car repr.	3	Train collided with out of standing cars. Injured man riding on top of train and caught in wreckage.
(27)	7-13	Casa Grande	S-g	2-244	54	10	H.E.Fisher	Brakeman	20	Fell attempting to board train.
(28)	7-23	Bowie	PS-J	L-3615-W	63	6	E.Burns	Water serv. foreman	21	Rough stop threw injured man against stove in outfit car.



(4)	1-20	Stockham	S-J	L-3439-W	58	8	H.A. Miller	Fireman	25	Engine derailed at switch.
(5)	1-24	Tenn	S-J	L-3438-W	57	Standing	T. Smith	Conductor	20	Fell and struck head on some part of train equipment.
(6)	1-28	Tucson	PS-J	L-2777-W	69		T.A. Timney H.R. Rutledge	Conductor Brakeman	8 13	Train parted due to some one stopping on setting lever causing rough stop of train.
(7)	2-5	Wailton	S-g	1-426	58	22	H.J. Ramsey	Investigator	4	Attempting board caboose, struck derail stand.
(8)	3-4	San Simon	S-g	L-3454-W	67	Standing	D.F. Oliver	Brakeman	14	Fell from bridge when detrainning from train.
(9)	3-10	Sibyl	S-g	1-412	66	Standing	F.S. Thomas	Brakeman	5	Fell passing over between cars in train.
(10)	3-13	Bathin	S-J	L-3447-W	66	25	J. Brooks	Tri-miler	13	Struck by pipe in passing train.
(11)	3-24	Northlee	PS-J	482	41	Standing	G.C. Boone	Brakeman	30	Lost balance and fell from top of caboose to ground.
(12)	3-26	Estrella	PS-J	L-2547-W	70	12	L. Dean	NSA Cook	14	Undesired emergency caused rough stop of train.
(13)	3-26	Bowie	S-o	L-2679-W	66	25	D.I. Robinson	Fireman	5	Sand in eye, sanding out engine.
(14)	4-11	Sybil	S-J	L-3440-W	53	Standing	P.H. Holden	Spent Officer	14	Shot by negro trespasser.
(15)	4-12	Artes	PS-J	L-2822-W	53	5	D.D. White	Brakeman	10	Slack ran in as train was being brought to a stop, injuring brakeman in cab.
(16)	4-29	Artes	PS-J	1-412	68	6	R.L. Rutime	Brakeman	6	Undesired emergency as train was being brought to a stop, injured brakeman in caboose.
(17)	5-1	Hutton	S-J	L-2737-W	67	20	J.H. Hamilton	Brakeman	4	Flying particle of metal in eye.
(18)	5-4	Tenn.	S-o	2-426	55	Standing	J.F. Handy	Brakeman	7	Struck on chest when switch handle flew up.
(19)	5-23	Stockham	S-J	L-2752-W	68	Standing	R.F. Burr	Brakeman	4	Strained ligament in leg while running.
(20)	6-14	Tucson	S-o	1-422	67	Standing	L.J. Murphy	Engineer	16	Swinging through cab window to ground.
(21)	6-26	Marina	S-o	L-2555-W	65	35	A.H. Imness	Fireman	6	Burned by escaping steam from squirt hose.
(22)	6-28	Fully	PS-J	L-3447-W	58	25	J. Hunter	Brakeman	7	Undesired emergency caused sudden stop and injury to brakeman in caboose.
(23)	7-5	Lancho	S-o	L-3252-W	49	30	J. Weigl	Engineer	7	Foreign particle in eye.
(24)	7-7	Navier	S-d	L-2752-W	12	2	C.J. Broyles	Brakeman	7	Slipped and fell while setting hand brake.
(25)	7-7	Don	S-J	2-92	41	5	A.H. Andrews	Brakeman	20	Struck by piece of lumber shifting on car.
(26)	7-10	Patio	C-b	L-2583-W	47	3	P. Roanlee	Car repr.	3	Train collided with out of standing cars. Injured man riding on top of train and caught in wreckage.
(27)	7-13	Casa Grande	S-g	2-244	54	10	H.H. Tudor	Brakeman	20	Fell attempting to board train.
(28)	7-23	Bowie	PS-J	L-3435-W	63	6	E. Burns	Water serv. foreman	21	Rough stop threw injured man against stove in outfit car.
(29)	8-1	Piedra	S-g	L-2757-W	62	8	H.W. Lamon	Conductor	21	Wheeled broken getting off caboose.
(30)	8-21	Tucson	S-d	244	69	Standing	L.L. Durnall	Brakeman	20	Fell from car while releasing hand brake.
(31)	9-17	Araby	S-J	L-2782-W	67	10	D.B. Ross	Brakeman	7	Sand in eye.
(32)	9-20	Bowie	S-J	92	57	25	C.J. Broyles	Brakeman	6	Sand in eye.
(33)	9-24	Lava	PS-J	92	48	20	A.J. Young	Brakeman	20	Slack action caused brakeman to fall while walking over train.
(34)	10-3	Marana	S-J	L-2774-W	67	Standing	W.B. Williams	Brakeman	21	Strained back while lifting a hot box cooler.
(35)	10-14	Dragoon	S-g	244	62	Standing	G.H. Harringer	Brakeman	14	Stopped off bridge when getting off car.
(36)	10-16	Stanwix	PS-J	L-2724-W	62	4	D.A. Quinn	Brakeman	4	Undesired emergency caused sudden stop, injured brakeman in caboose.
(37)	11-19	Irene	S-g	92	62	Standing	E.L. White	Brakeman	12	Lost hand held and fell down embankment.
(38)	11-19	Stanwix	S-g	1-92	50	12	H.C. Richardson	Brakeman	7	Slipped and fell to ground attempting to get on train.
(39)	11-23	Yuma	S-J	L-3441-W	51	20	R.P. Troutman	Brakeman	20	Slipped and fell walking over top of train.
(40)	11-26	Dragoon	S-g	1-412	56	5 to 6	A.C. Knowles	Brakeman	10	Stopped off trestle getting off car in train.
(41)	12-2	Bowie	S	L-3447-W	66	10	D.L. Agnew	Brakeman	5	Struck knee getting on the train.
(42)	12-23	Benson	J	244	61	Standing	C.J. Franklin	Brakeman	20	Slipped and fell, stepping from one car to another.

d = caused from sudden stopping, starting, lurch, or jerk of car or train.





(54)	4-4	Barro	S-J	X-3728-W	64	10	R.E. Simmons	Brakeman	Permanent	Fell under train while bleeding brake cylinder on car.
(55)	4-20	Wilcox	S-J	X-3231-W	39	Standing	C.H. Bellars	Conductor	15	Stopped on protruding nail.
(56)	4-23	Thaba	S-J	X-2598-W	64	6	C.C. Basterling	Brakeman	10	Thrown against end of car and brake wheel while setting hand brake, when car he was riding struck another out of cars.
(57)	5-15	Dragoon	S-c	2-412	64	Standing	J.O. Blaise	Fireman	30	Fell from trestle getting off engine.
(58)	5-25	Palva	S-J	X-3638-W	53	25	E.J. Durnil	Conductor	9	Undesired emergency caused a sudden stop and injury to conductor in caboose.
(59)	5-28	Lusoma	S-g	1-412	65	8 to 12	B.W. Edwards	Conductor	20	Feet slipped on ballast getting on moving train.
(60)	6-18	Maricopa	S-J	X-2557-W	66	6	C.H. Pilcher	Brakeman	14	Run in of slack as train was stopping injured brakeman in caboose.
(61)	6-18	Estrella	S-J	1-244	67	4	J.H. Womer	Conductor	14	Thrown against end of caboose while caboose made rough coupling to train.
(62)	6-27	Hobart	S-g	X-2326-W	66	1	R.L. Shields	Brakeman	Died	Fell from bridge to ground when getting off train.
(63)	7-18	Lava	S-J	2-426	47	7 to 8	H.M. McDunn	Brakeman	20	Caught feet between draw bar and deadwood.
(64)	7-20	Tucson	S-d	X-2725-W	67	Standing	V.B. Hendry	Brakeman	20	Fell from car while releasing hand brake.
(65)	7-23	Benson	S-J	244	59	10	G.H. Barringer	Brakeman	5	Flying particle of steel in eye.
(66)	9-10	Tuba	S-J	X-2942-W	60	4	J.H. Hamilton	Brakeman	8	Stopped in hole while bleeding brake cylinder on car.
(67)	9-26	Wilcox	S-c	X-3657-W	48	Standing	R.C. Wiggins	Fireman	20	Lost balance and fell from engine tender while taking water.
(68)	9-29	Lusoma	S-g	X-3638-W	49	Standing	C.A. Binkley	Brakeman	20	Fell from trestle while getting off train.
(69)	10-6	Benson	S-J	X-3753-W	64	8	J.H. Hamilton	Brakeman	11	Stopped on piece of ballast and turned ankle.
(70)	10-21	Pantano	S-c	412	63	Standing	R.V. Culley	Fireman	18	Slipped on top of engine tender.
(71)	11-30	Gila	S-J	X-2771-W	62	Standing	H.H. Hamshire	Brakeman	12	Struck by pole while unloading cattle from car.
(72)	12-7	Chamise	S-J	244	47	20 to 25	W.F. Groth	Brakeman	40	Fell from moving train due to hand held pulling loose.
(73)	12-13	Safford	S-J	X-670-W	28	25	J.H. Dorsey	Brakeman	21	Slipped and fell on gondola car.
(74)	12-14	Dome	S-J	1-412	38	10	F.E. Coleman	Brakeman	15	Feet slipped off ladder on car.
(75)	12-16	Cortaro	S-c	2-412	60	20	R.J. Hudis	Fireman	22	Scalded by hot water escaping from squirt hose.
(76)	12-16	Tempe	S-g	54	65	Standing	F.B. Able	Brakeman	12	Stopped on stake driven into ground when getting off caboose.
1925										
YEAR 1925										
(77)	1-1	Maricopa	S-J	X-2594-W	64	3	F.E. Martin	Brakeman	Permanent	Fell from moving car and run over when cars coupled to others.
(78)	1-2	Don Luis	S-d	X-288-W	70	2	W.A. Kidd	Brakeman	6	Struck by brake club when releasing hand brake.
(79)	1-3	Gila	S-J	X-2556-W	67	15	B. Perry	Brakeman	4	Thrown down on top of cars when hand coupling made.
(80)	1-20	Tucson	S-d	X-2559-W	70	Standing	P.H. Arnold	Brakeman	3	Fell from car while releasing hand brake.
(81)	1-30	Maricopa	S-c	X-2723-W	67	Standing	H.J. Roberts	Fireman	14	Slipped and fell from top of engine tender.
(82)	1-30	Sentinel	S-J	X-2812-W	61	3	R.B. Miller	Brakeman	4	Sprained ankle walking alongside train bleeding brake cylinder on car.
(83)	2-14	Dragoon	S-d	X-36 -W	3	4	H.W. Martin	Brakeman	4	Struck by brake handle releasing hand brake.
(84)	2-18	Bowie	S-J	X-2899-W	3	Standing	T. Crow	Brakeman	10	Fell between while stepping from one car to another.
(85)	2-27	Tucson	S-J	1-426	48	1	R. Bell	Brakeman	30	Sudden start of train while setting hand brake on car, threw brakeman down on car.
(86)	3-21	Buell	S-g	X-3635-W	60	10	C.T. Palmer	Brakeman	30	Thrown to ground while trying to catch caboose.
(87)	3-21	Bowie	S-g	2-426	54	6 to 8	H.L. Mack H. Rosell	Brakeman Brakeman	5 10	Train entering siding, collided with standing out of cars.
(88)	3-28	Asher	S-J	1-412	62	25	R.B. Miller	Brakeman	10	Slipped and fell from moving train.
(89)	4-2	Red Rock	S-c	2-92	57	Standing	R. Lyle	Engineer	30	Caught finger in air under valve.
(90)	4-12	Alrish	S-J	1-412	64	30	R.R. Blanton	Brakeman	30	Undesired emergency caused sudden stop and threw brakeman against locker in caboose.
(91)	4-13	Coladen	S-J	X-2757-W	58	4	F.E. Pierce	Brakeman	4	Fell from culvert.

S = caused from sudden stopping, starting, lurch, or jerk of car or train.



Sheet 3 of 12 sheets

ITEM NO.	DATE	LOCATION	I.C.C. CLASS	TRAIN NUMBER	NO. CARS IN TRAIN	SPEED M.P.H.	PERSON INJURED		ESTIMATED DISABILITY (Days)	DESCRIPTION OF ACCIDENT
							NAME	OCCUPATION		
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	
YEAR 1925 (CONTINUED)										
(92)	4-24	San Simon	S-J	2-412	66	Standing	O.O.Hutchason	Brakeman	7	Slipped in shallow ditch and fell.
(93)	4-30	Gila	S-g	92	50	6	G.J.Gullander	Brakeman	4	Turned ankle on piece of ballast while getting off car.
(94)	5-2	Gilbert	S-J	127	20	2	F.N.Peterson	Car repr.	7	Blocks shifted on flat car and caught fingers.
(95)	5-19	Hayden Jct.	S-J	X-3277-W	8	Standing	G.R.Rich	Brakeman	8	Dumped into ore bin.
(96)	5-23	Pinal	S-g	X-669-W	13	1	G.C.Dial	Conductor	15	Stepped on rock and fell getting off caboose.
(97)	6-7	Pembroke	S-J	X-2836-W	68	18	R.F.Allen	Brakeman	18	Undesired emergency caused sudden stop and brakeman falling between cars.
(98)	6-9	Gila	S-J	X-3639-W	66	Unknown	J.H.Hamilton	Brakeman	30	Foreign particle in eye.
(99)	6-10	Gila	S-J	X-2702-W	66	Standing	E.R.Findley	Brakeman	6	Failed to take proper hold and fell out of cupola.
(100)	6-12	Canador	S-g	X-3448-W	31	12 to 15	H.Tipton	Brakeman	Permanent	Fell under car while attempting to board train.
(101)	6-13	Buell	S-g	X-3492-W	64	20	H.G.Stephenson	Brakeman	10	Slipped on sand box of engine.
(102)	6-13	Benson	S-g	2-244	66	10	W.A.Garrison	Brakeman	5	Fell when getting off moving train, to close switch.
(103)	6-14	Bowie	S-J	X-3645-W	57	11	J.W.Kane	Brakeman	11	Undesired emergency caused sudden stop throwing brakeman against end of caboose.
(104)	6-21	Bowie	S-J	1-426	64	30	H.V.Irion	Brakeman	7	Sand in eye.
(105)	7-2	Femmer	S-J	X-3683-W	64	15	C.C.Pennington	Brakeman	4	Slipped and fell on engine tender.
(106)	7-3	Piedra	S-J	X-2725-W	66	Standi	J.H.Gilce	Brakeman	7	Ice plug dropped on foot.
(107)	7-19	Patle	S-J	4-412	62	Standing	B.E.Jenkins	Brakeman	30	Ice platform apron dropped on finger.
(108)	7-20	Curvo	S-J	426	70	12	G.C.Mann	Brakeman	12	Yoke rivets sheared off first car from engine causing break-in-two.
(109)	7-23	Piedra	S-g	426	54	32	W.J.Woodmance	Engineer	10	Derailed car injured engineer of work train in siding.
(110)	8-1	Red Rock	S-J	X-2851-W	54	4	S.W.Shockley	Brakeman	8	Turned ankle on ballast, running to catch caboose.
(111)	8-4	Tartton	S-g	1-412	63	20	R.Lyle	Engineer	17	Scalded by hot water from squirt hose.
(112)	8-17	Hereford	S-J	X-3306-W	70	8	C.C.Pennington	Brakeman	30	Broke bone in hand ejecting trespasser.
(113)	8-25	Cholla	S-J	X-3667-W	63	4	M.J.Bell	Brakeman	7	Sprained ankle running for switch.
(114)	8-26	Stockham	S-J	X-2728-W	67	8 to 10	J.A.West	Brakeman	10	Rough stop caused by break-in-two due to trespasser stepping on cutting lever injured brakeman in caboose.
(115)	8-27	Mescal	S-J	X-3314-W	70	20	B.F.Hinkleib	Fireman	20	Caught finger between clinker hook and anchor bar.
(116)	9-16	Sibyl	S-J	418	40	Standing	J.McLaughlin	Brakeman	7	Strained back loading freight in car.
(117)	9-27	Cortaro	S-J	3-412	57	25	T.Mart	Brakeman	15	Hot sand in eye.
(118)	10-12	Bowie	S-J	X-3661-W	68	30	W.L.Black	Brakeman	5	Foreign particle in eye.
(119)	10-25	Canador	S-g	7	28	21	H.A.Huddleston	Engineer	21	Cut off finger trying to replace grease cup in stoker conveyor.
(120)	11-1	Mescal-Benson	S-J	X-3658-W	None	30	C.H.Varble	Brakeman	4	Foreign substance in eye.
(121)	11-2	Cutter	S-J	X-2760-W	40	15	H.B.Killedge	Engineer	5	Sand in eye.
(122)	11-6	Gila	S-g	X-3660-W	65	8	G.W.Barringer	Brakeman	14	Slipped getting on engine.
(123)	11-14	Douglas	S-J	X-3255-W	61	4	A.A.Crenshaw	Brakeman	15	Undesired emergency threw brakeman to floor of caboose.

(101)	6-13	Buell	S-g	X-3492-W	64	20	H.O. Stephenson	Brakeman	10	Slipped on sand box of engine.
(102)	6-13	Benson	S-g	2-244	66	10	W.A. Garrison	Brakeman	5	Fell when getting off moving train, to close switch.
(103)	6-14	Bowie	#S-J	X-3645-W	57	11	J.B. Kane	Brakeman	11	Undesired emergency caused sudden stop throwing brakeman against end of caboose.
(104)	6-21	Bowie	S-J	1-426	64	30	H.V. Irien	Brakeman	7	Sand in eye.
(105)	7-2	Fanner	S-J	X-3683-W	64	15	C.C. Pennington	Brakeman	4	Slipped and fell on engine tender.
(106)	7-3	Piedra	S-J	X-2725-W	66	Standi	J.H. Giles	Brakeman	7	Ice plug dropped on foot.
(107)	7-19	Patio	S-J	4-412	62	Standing	B.E. Jenkins	Brakeman	30	Ice platform apron dropped on finger.
(108)	7-20	Curvo	#S-J	426	70	12	G.C. Mann	Brakeman	12	Yoke rivets sheared off first car from engine causing break-in-two.
(109)	7-23	Piedra	S-c	426	54	32	W.J. Woodmance	Engineer	10	Derailed car injured engineer of work train in siding.
(110)	8-1	Red Rock	S-J	X-2851-W	54	4	S.W. Shockley	Brakeman	8	Turped ankle on ballast, running to catch caboose.
(111)	8-4	Tartren	S-c	1-412	63	20	R. Lyle	Engineer	17	Scalded by hot water from squirt hose.
(112)	8-17	Hereford	S-J	X-3306-W	70	8	C.C. Pennington	Brakeman	30	Broke bone in hand ejecting trespasser.
(113)	8-25	Oholla	S-J	X-3667-W	63	4	M.J. Bell	Brakeman	7	Sprained ankle running for switch.
(114)	8-26	Stockham	#S-J	X-2728-W	67	8 to 10	J.R. West	Brakeman	10	Rough stop caused by break-in-two due to trespasser stepping on cutting lever injured brakeman in caboose.
(115)	8-26	Mescal	S-J	X-3314-W	70	20	B.F. Hinkleib	Fireman	20	Caught finger between clinker hook and anchor bar.
(116)	9-16	Sibyl	S-J	418	40	Standing	J. McLaughlin	Brakeman	7	Strained back loading freight in car.
(117)	9-27	Cortaro	S-J	3-412	57	25	T. Mart	Brakeman	15	Hot sand in eye.
(118)	10-15	Bowie	S-J	X-3641-W	68	30	W.L. Slack	Brakeman	5	Foreign particle in eye.
(119)	10-25	Canador	S-c	7	28	21	H.A. Huddleston	Engineer	21	Cut off finger trying to replace grease cup in stoker conveyor.
(120)	11-1	Mescal-Benson	S-J	X-3658-W	None	30	C.H. Varble	Brakeman	4	Foreign substance in eye.
(121)	11-2	Cutter	S-J	X-2760-W	40	15	H.B. Elledge	Engineer	5	Sand in eye.
(122)	11-6	Gila	S-g	X-3660-W	65	8	G.M. Harrington	Brakeman	14	Slipped getting on engine.
(123)	11-14	Douglas	#S-J	X-3255-W	61	4	A.A. Crenshaw	Brakeman	15	Undesired emergency threw brakeman to floor of caboose.
(124)	11-29	Empire	S-J	94	68	Unknown	P.H. Arnold	Brakeman	60	Foreign matter in eye.
(125)	12-1	Casa Grande	S-J	X-2716-W	51	1	L. Reese	Brakeman	8	Caught between running boards of cars.
(126)	12-12	Benson	S-J	X-3682-W	52	2	P.F. Schrum	Brakeman	7	Cars moved while brakeman beneath same making repairs.
(127)	12-16	Gila	S-J	X-2725-W	64	Standing	A.J. Brown	Brakeman	4	Stumbled and fell over scrap iron while running to get on engine.
(128)	12-16	Maricopa	S-g	X-3658-W	61	Standing	W.W. Holden	Brakeman	10	Turned ankle stepping off car to ground.
(129)	12-19	Tucson	S-d	2-412	67	Standing	W.C. Hawkins	Brakeman	12	Thrown against brake wheel when brake chain loosened.
(130)	12-21	Mesa	S-g	126	44	1	S.R. Watson	Brakeman	11	Turned ankle getting off car.
(131)	12-22	Frankenburg	S-J	X-1713-W	18	Standing	B.V. Overbay	Conductor	6	Closed car door on finger.
1926										
YEAR 1926										
(132)	1-6	Drury	S-g	412	68	3	L.G. Moyer	Brakeman	7	Strained leg getting off engine.
(133)	1-16	Benson	S-J	412	61	25	C.W. Christian	Brakeman	14	Fell between cars stepping from one car to another.
(134)	1-22	Enid	S-J	2-412	52	Standing	G.H. Denny	Brakeman	30	Fell from top of car in standing train.
(135)	1-26	Lewis Springs	#S-J	X-3553-W	70	18	E.T. Williams F.R. Webb W.F. Kelly	Conductor Brakeman Brakeman	4 4 4	Train parted due to broken knuckle third car from engine, injured men in caboose.
(136)	1-26	Ft. Huachuca	S-c	161	10	Standing	R.F. Mayes	Fireman	4	Caught hand between ash pan and pry bar.
(137)	2-6	Hayden	S-t	136	14	8	A. Hillouse	Brakeman	Killed	Caught between cars and run over while coupling air hose.

# - caused from sudden stopping, starting, lurch, or jerk of car or train.

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Sheet 4 of 12 sheets

ITEM NO.	DATE	LOCATION	I.C.C. CLASS	TRAIN NUMBER	NO. CARS IN TRAIN	SPEED M.P.H.	PERSON INJURED		ESTIMATED DISABILITY (Days)	DESCRIPTION OF ACCIDENT
							NAME	OCCUPATION		
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	
1926										
YEAR 1926 (CONTINUED)										
(138)	2-8	Kin	#S-J	X-2706-E	61	35	J.H.Trotman	Brakeman	30	Train jerked due to slack action injuring brakeman hanging on side ladder of car.
(139)	2-19	Tampa	S-g	X-1697-E	67	8	V.R.Gore	Fireman	20	Jumped from engine in derailment at road crossing.
(140)	2-23	Liguria	S-1	X-2785-E	1	25	J.Chaves	Trk.lbrer	10	Struck by train.
(141)	2-23	Wilton	S-d	2-92	40	Standing	O.A.Fields	Brakeman	30	Fell while setting hand brake.
(142)	3-2	Billito	#S-J	X-2516-W	64	15	C.W.Neal	Brakeman	Killed	Fell between cars and run over when train parted due to broken knuckle on first car in train.
(143)	3-7	Kendall	#S-J	X-3072-W	29	1	P.DeMare	Conductor	5	Attempted place lighted fuses in sill rear of caboose as slack ran in, causing fuses to strike foot, spike first.
(144)	3-11	Beeque	S-J	X-2586-W	66	6	E.D.Storms	Brakeman	21	Struck by hebe or projection from train.
(145)	3-12	Yuma	S-g	X-3636-W	56	8	L.C.Sherfield	Brakeman	20	Threw entire weight on one foot jumping from car.
(146)	3-15	Corta	S-J	64	3	25	W.H.McKinney	Fireman	14	Cinder in eye.
(147)	3-27	Liguria	#S-J	X-2799-W	67	12	A.J.Brown	Brakeman	14	Undesired emergency caused sudden stop and threw brakeman to floor of caboose.
(148)	4-8	Tampa	S-J	126	4	2	R.H.Earle	Brakeman	20	Rolled between platform and moving car.
(149)	4-14	Tolte	S-J	X-2799-W	64	Standing	H.A.Glow	Brakeman	9	Pointed end of fuses struck leg.
(150)	4-25	Way Jet.	S-J	X-3240-W	32	4	E.R.Bermore	Conductor	25	Fell from top of caboose when it side swiped car on adjacent track.
(151)	5-1	Tampa	S-g	X-3108-W	28	10 to 15	P.C.DeMare	Conductor	16	Jumped from engine in anticipation of collision.
(152)	5-11	Globe	S-J	X-2858-E	18	4	W.S.Gatchell	Brakeman	10	Stumbled over rail and fell while running.
(153)	5-16	Maricopa	S-J	5-430	61	12	L.L.Hess	Brakeman	8	Sprained ankle on end of running board.
(154)	5-23	Tucson	S-e	X-3702-W	66	10	C.C.Keith	Engineer	10	Cinder in eye.
(155)	5-23	Benson	S-e	X-2750-W	66	Standing	R.F.Mayes	Fireman	14	Lost balance and fell while putting up indicators.
(156)	5-29	Tucson	#S-J	X-3702-W	67	3	S.C.Cunningham	Brakeman	10	Emergency stop by engineer to avoid collision, injured brakeman in caboose.
(157)	5-29	Yanar	S-e	3-412	60	25	J.F.Gray	Fireman	4	Sand in eye.
(158)	6-10	Buchan	S-J	X-2801-W	66	12	J.H.Kelly	Brakeman	7	Hot sand in eye.
(159)	6-11	Stockham	#S-J	91	66	15	H.Inskeep	Brakeman	Died	Fell from top of train when train parted, due to undesired emergency.
(160)	6-13	Musina	S-e	3-412	66	4	J.E.O'Brien	Engineer	45	Frost plug of injector blew out causing him to fall to ground.
(161)	6-14	Yuma	S-1	430	36	2	R.A.Goldwater	Brakeman	Killed	Struck by light engine,
(162)	6-15	Benson	S-J	417	35	20	L.B.Corkum	Brakeman	6	Sand in eye.
(163)	6-26	Tully	S-e	1-412	68	15	J.H.Moore	Fireman	8	Struck elbow on shaker bar.
(164)	6-26	Fairbank	S-J	185	43	10	W.J.Armstrong	Brakeman	7	Cinder in eye.
(165)	6-29	Thoba	S-1	X-2545-W	66	Standing	J.M.Crisp	Brakeman	Killed	Struck by passing passenger train.
(166)	7-22	Curvo	S-J	3-412	61	Standing	R.T.Quint	Conductor	25	Fell when ballast rolled under feet.
(167)	7-31	Lewis Springs	S-J	186	24	4	B.Lee	Brakeman	7	Caught by shifting lumber on car when coupling made.
(168)	8-13	Bar-on	S-J	X-3700-W	70	6	H.Showers	Brakeman	30	Knocked off car by cable from hoist.
(169)	9-8	Willcox	S-J	X-3713-W	63	25	C.J.Franklin	Brakeman	Killed	Fell from top of train and run over.
(170)	9-9	Tucson	#S-J	X-3704-W	70	8	W.H.Preston	Conductor	11	Break-in-two due to draw bar key working out of eleventh car from engine.



(147)	3-27	Liguria	#S-J	X-2799-W	67	12	A.J. Brown	Brakeman	14	Undesired emergency caused sudden stop and threw brakeman to floor of caboose.
(148)	4-8	Tempe	S-J	126	4	2	R.H. Earle	Brakeman	20	Rollled between platform and moving car.
(149)	4-14	Tolte	S-J	X-2799-W	64	Standing	H.A. Glow	Brakeman	9	Pointed end of fussee struck leg.
(150)	4-25	Ray Jet.	S-J	X-3240-W	32	4	E.R. Byrmore	Conductor	25	Fell from top of caboose when it side swiped car on adjacent track.
(151)	5-1	Tempe	S-g	X-3108-W	28	10 to 15	P.C. DeMare	Conductor	16	Jumped from engine in anticipation of collision.
(152)	5-11	Globe	S-J	X-2858-E	18	4	W.S. Gatchell	Brakeman	10	Stumbled over rail and fell while running.
(153)	5-16	Maricopa	S-J	5-430	61	12	L.L. Hess	Brakeman	8	Sprained ankle on end of running board.
(154)	5-23	Tucson	S-e	X-3702-W	66	10	C.C. Keith	Engineer	10	Cinder in eye.
(155)	5-23	Benson	S-e	X-2750-W	66	Standing	R.F. Mayes	Fireman	14	Lost balance and fell while putting up indicators.
(156)	5-29	Tucson	#S-J	X-3702-W	67	3	S.C. Cunningham	Brakeman	10	Emergency stop by engineer to avoid collision, injured brakeman in caboose.
(157)	5-29	Yuma	S-e	3-412	60	25	J.F. Gray	Fireman	4	Sand in eye.
(158)	6-10	Bohlan	S-J	X-2801-W	66	12	J.H. Kelly	Brakeman	7	Hot sand in eye.
(159)	6-11	Stockham	#S-J	91	66	15	H. Inskeep	Brakeman	Died	Fell from top of train when train parted due to undesired emergency.
(160)	6-13	Wusina	S-e	3-412	66	4	J.E.O'Brien	Engineer	45	Frost plug of injector blew out causing him to fall to ground.
(161)	6-14	Yuma	S-1	430	36	2	R.A. Goldwater	Brakeman	Killed	Struck by light engine,
(162)	6-15	Benson	S-J	417	35	20	L.B. Corkum	Brakeman	6	Sand in eye.
(163)	6-26	Tully	S-e	1-412	68	15	J.H. Moore	Fireman	8	Struck elbow on shaker bar.
(164)	6-26	Fairbank	S-J	185	43	10	W.J. Armstrong	Brakeman	7	Cinder in eye.
(165)	6-29	Thoba	S-1	X-2545-W	66	Standing	J.W. Crisp	Brakeman	Killed	Struck by passing passenger train.
(166)	7-22	Curvo	S-J	3-412	61	Standing	R.T. Quint	Conductor	25	Fell when ballast rolled under feet.
(167)	7-31	Lewis Springs	S-J	186	24	4	B. Le	Brakeman	7	Caught by shifting lumber on car when coupling made.
(168)	8-13	Bar-on	S-J	X-3700-W	70	6	H. Showers	Brakeman	30	Knocked off car by cable from hoist.
(169)	9-8	Wilcox	S-J	X-3713-W	63	25	C.J. Franklin	Brakeman	Killed	Fell from top of train and run over.
(170)	9-9	Tucson	#S-J	X-3704-W	70	8	W.H. Preston	Conductor	11	Break-in-two due to draw bar key working out of eleventh car from engine.
(171)	9-23	Wellton	#S-J	243	61	8 to 10	W.J. Carey	Brakeman	26	Claims jerk of stopping train threw hip against caboose ladder.
(172)	9-27	Casa Grande	S-g	X-1713-E	13	Standing	C. McClung	Brakeman	30	Stepped on rock getting off car.
(173)	10-29	Hunes	S-g	X-1835-E	63	6	H.H. Eberwein	Brakeman	14	Stumbled and fell getting off moving car.
(174)	11-2	Bernardino	S-J	125	34	Standing	G. Hernandez	Sect. librer	4	Dropped tie on foot in car of local freight.
(175)	11-7	Chandler	S-J	X-1835-E	12	Standing	A.C. Ellison	Brakeman	7	Mule kicked board in brakeman's face.
(176)	12-1	Globe	S-d	2-142	27	Standing	C.G. Dallas	Brakeman	90	Brake club slipped and caused brakeman to fall to ground.
(177)	12-4	Granite Spur	S-e	243	58	8	I.L. Bell	Conductor	30	Slipped and fell while throwing switch and struck by car.
(178)	12-17	Hibbs Jet.	S-g	188	66	5	C. Cavin	Brakeman	14	Ballast rolled under foot.
(179)	12-22	Tusac	S-e	X-659-E	68	Standing	H.C. Betts	Fireman	6	Shaker bar slipped, causing fireman to fall.
1927										
YEAR 1927										
(180)	1-26	Piocho	S-J	426	53	Standing	F.S. Thomas	Brakeman	8	Sprained back taking water due to spout tipping.
(181)	2-3	Harqua	S-g	X-2573-E	20	8 to 10	W.J. Carey	Brakeman	Permanent	Fell under train when he came in contact with hand rail on bridge while getting off train.
(182)	2-12	Benson	S-d	417	17	4	O.C. Boone	Brakeman	10	Struck by brake club releasing hand brake.
(183)	3-5	Olberg	S-J	X-2723-W	27	Standing	J.J. McMahan	Brakeman	20	Struck on leg by cattle guard being unloaded from car.
(184)	3-8	Bon	S-J	1-92	54	4	C. McClung	Brakeman	20	Stumbled on ballast while running ahead of train to line switch.

# = caused from sudden stopping, starting, lurch, or jerk of car or train.

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ITEM NO.	DATE	LOCATION	I.C.C. CLASS	TRAIN NUMBER	NO. CARS IN TRAIN	SPEED M.P.H.	PERSON INJURED		ESTIMATED DISABILITY (Days)	DESCRIPTION OF ACCIDENT.
							NAME	OCCUPATION		
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	
1927										
YEAR 1927 (CONTINUED)										
(185)	3-11	Gila	S-g	243	67	3	C.L.Gain	Brakeman	20	Slipped on ballast getting off moving train.
(186)	3-20	Cortaro	C-a	X-2801-W	69	Standing	V.Henderson	Brakeman	210	Passenger train collided with rear of standing freight train. Flagman of freight train riding engine of passenger train injured. (Fireman and two brakeman and four passengers on passenger train also injured).
(187)	4-16	Ray Jet.	S-J	127	30	6	M.Fuserud	Brakeman	30	Struck in eye by fragments of exploding torpedo.
(188)	4-17	Tucson	S-d	X-3706-W	70	Standing	R.C.Scott	Brakeman	12	Fell from car while setting hand brake.
(189)	5-21	Bowie	S-d	141	49	4	R.E.Ellis	Brakeman	30	Fell to ground while setting hand brake.
(190)	5-22	Casa Grande	#D-1	X-2739-W	66	6 to 8	F.W.Winner	Tel.linemen	Killed	Undesired emergency due to engine separating from train caused outfit cars on rear to derail and fatally injure man in one of the cars.
(191)	5-23	Stoval	#S-J	91	70	35	E.King	Brakeman	30	Air hose uncoupled when struck by piece of stirrup from car. Sudden stop caused brakeman to be thrown to floor of caboose.
(192)	5-24	Bowie	S-d	X-4313-W	67	Standing	J.B.Hughes	Brakeman	10	Fell from car while releasing hand brake.
(193)	5-29	Tully	S-J	X-3682-W	67	Standing	L.Reece	Brakeman	14	Disconnected main rod of engine fell on hand.
(194)	6-20	Millito	S-J	421	38	Standing	M.C.Pierce	Conductor	14	Slipped on pipe in car.
(195)	6-21	Yuma	S-a	X-2724-W	66	4	G.O.Brants	Brakeman	6	Ball of switch lever dropped on foot when throwing switch.
(196)	6-28	San Juan	S-g	X-3719-W	70	6	C.A.Olds	Brakeman	10	Turned ankle getting off car.
(197)	7-14	Ray Jet.	S-d	X-2705-W	34	Standing	O.A.Torbett	Brakeman	4	Struck in mouth by brake wheel while releasing hand brake.
(198)	7-14	Aldona	#S-J	X-3719-W	70	10	J.E.Knudsen S.W.Shockley	Brakeman Brakeman	13 21	Thrown to floor of caboose by rough stop due to undesired emergency.
(199)	7-15	Blaisdell	#S-J	2-412	57	20	E.A.Findley	Brakeman	20	Slack ran out when air applied and released throwing brakeman against hand rail of caboose.
(200)	7-19	Yuma	S-g	91	54	12	H.F.Thompson	Brakeman	9	Fell when attempting to board moving train.
(201)	8-11	Blaisdell	S-J	423	59	10	F.E.Pearce	Brakeman	4	Sand in eye.
(202)	8-28	Douglas	S-d	138	42	5	A.Kelly	Brakeman	4	Fell against end of car setting hand brake.
(203)	8-29	Franklin	S-J	175	8	Standing	H.Reardon	Conductor	Killed	Fell from car while releasing hand brake.
(204)	9-14	Marana	S-J	1-430	54	4	E.E.Reese	Brakeman	6	Stumbled and fell over protruding stake in ground while running ahead to throw switch.
(205)	9-29	Paxton	S-J	X-2701-W	36	6	W.E.Messer	Brakeman	7	Stumbled and fell over loose rocks while running for derail.
(206)	10-11	Reno	S-J	X-3710-W	67	4	R.L.Franks	Brakeman	4	Attacked and beaten by trespassers.
(207)	11-13	Tucson	S-J	2-412	2	5	H.Swan	Brakeman	20	Cars collided with caboose knocking brakeman down in caboose who was putting up indicators.
(208)	11-16	Luzena	S-g	2-412	53	Standing	T.W.Donnelly	Conductor	10	Fell from bridge to ground below when stepping off caboose.
(209)	11-24	Gila	S-1	92	7	5	T.C.Carroll	Brakeman	30	Struck by lead car of 7 cars being shoved to a coupling by helper engine.
(210)	12-2	Tucson	S-d	91	55	Standing	E.G.Gray	Brakeman	14	Strained knee releasing hand brake.
(211)	12-10	Navioka	S-J	92	46	8	L.E.Haydock	Brakeman	14	Stumbled over raised track while running to get on train.
(212)	12-31	Douglas	S-J	X-3695-W	59	7	J.C.Jones	Brakeman	7	Assaulted by some unknown person with club.
1928										
YEAR 1928										
(213)	1-23	Tucson	S-g	426	43	Standing	W.R.Murray	Brakeman	20	Slipped on ice and sprained ankle when getting off standing car.



(192)	5-24	Bowie	S-J	X-3682-W	67	Standing	L. Reese	Brakeman	14	Disconnected main rod of engine fell on hand.
(193)	5-29	Tully	S-J	421	38	Standing	M.C. Pierce	Conductor	14	Slipped on pipe in car.
(194)	6-20	Millito	S-J	X-2724-W	66	4	G.O. Brants	Brakeman	6	Ball of switch lever dropped on foot when throwing switch.
(195)	6-21	Yuma	S-g	X-3719-W	70	6	C.A. Olds	Brakeman	10	Turned ankle getting off car.
(196)	6-28	San Juan	S-g	X-2705-W	34	Standing	G.A. Torbett	Brakeman	4	Struck in mouth by brake wheel while releasing hand brake.
(197)	7-14	Ray Jct.	S-d	X-3719-W	70	10	J.E. Knudsen S.W. Shockley	Brakeman Brakeman	13 21	Thrown to floor of caboose by rough stop due to undesired emergency.
(198)	7-14	Aldona	#S-J	2-412	57	20	E.R. Findley	Brakeman	20	Slack ran out when air applied and released throwing brakeman against hand rail of caboose.
(199)	7-15	Blaisdell	#S-J	91	54	12	H.F. Thompson	Brakeman	9	Fell when attempting to board moving train.
(200)	7-19	Yuma	S-g	423	59	10	F.E. Fairce	Brakeman	4	Sand in eye.
(201)	8-11	Blaisdell	S-J	138	42	5	A. Kelly	Brakeman	4	Fell against end of car setting hand brake.
(202)	8-28	Douglas	S-d	175	8	Standing	H. Reardon	Conductor	Killed	Fell from car while releasing hand brake.
(203)	8-29	Franklin	S-d	1-430	54	4	H.E. Reese	Brakeman	6	Stumbled and fell over protruding stake in ground while running ahead to throw switch.
(204)	9-14	Marana	S-J	X-2701-E	36	6	W.E. Messer	Brakeman	7	Stumbled and fell over loose rocks while running for derail.
(205)	9-29	Porter	S-J	X-3710-W	67	4	R.L. Franks	Brakeman	4	Attacked and beaten by trespassers.
(206)	10-11	Reno	S-J	2-412	2	5	H. Swan	Brakeman	20	Cars collided with caboose knocking brakeman down in caboose who was putting up indicators.
(207)	11-13	Tucson	S-J	2-412	53	Standing	T.W. Donnelly	Conductor	10	Fell from bridge to ground below when stepping off caboose.
(208)	11-16	Lusena	S-g	92	7	5	T.C. Carroll	Brakeman	3	Struck by lead car of 7 cars being shoved to a coupling by helper engine.
(209)	11-24	Gila	S-1	91	55	Standing	E.O. Gray	Brakeman	14	Strained knee releasing hand brake.
(210)	12-2	Tucson	S-d	92	46	8	L.E. Haydock	Brakeman	14	Stumbled over raised track while running to get on train.
(211)	12-10	Navajo	S-J	X-3695-W	59	7	J.C. Jones	Brakeman	7	Assaulted by some unknown person with club.
(212)	12-31	Douglas	S-J							

1928

YEAR 1928

(213)	1-23	Tucson	S-g	426	43	Standing	W.R. Murray	Brakeman	20	Slipped on ice and sprained ankle when getting off standing car.
(214)	1-17	Harqua	S-d	X-2823-E	46	Standing	G.H. Spear	Brakeman	10	Fell to ground while setting hand brake.
(215)	1-18	Sentinel	S-g	2-412	62	10	H.B. Burkitt	Conductor	25	Fell while attempting to board caboose due to hand hold breaking.
(216)	2-21	Bowie	S-1	X-3681-W	4	5	A. Gonzales	Laborer	Killed	Struck by train.
(217)	2-23	Buckeye	S-e	X-3073-E	32	Standing	J.L. Lewis	Firman	9	Scalded when frost plug blew out of injector.
(218)	3-11	Red Rock	S-1	X-2520-W	63	5	T. Ryan	Pumper	4	Struck by train.
(219)	4-1	Bowie	S-J	X-3713-W	4	4	E. Bradley	Brakeman	30	Fell when stepping from one car to another.
(220)	4-7	Phoenix	S-1	126	15	6	A. Strobe	Brakeman	10	Struck by engine on adjacent track.
(221)	4-19	Bowie	S-g	428	7	3	H.C. Carmichael	Brakeman	14	Fell while getting on car.
(222)	5-18	Jaynes	S-J	X-2834-W	68	8	C. McClung	Brakeman	14	Stumbled on ballast while running to catch caboose.
(223)	5-22	Curtiss	S-g	168	12	Standing	D.A. Quinn	Brakeman	10	Stepped in hole getting off car.
(224)	5-23	Pleache	S-e	1-412	58	Standing	C.H. Varner	Firman	10	Fell on top of engine tender after taking water.
(225)	5-30	Sibyl	S-g	X-3694-W	66	5	T.J. Lemos	Brakeman	10	Fell getting off car.
(226)	5-30	Randolph	S-J	438	45	Standing	J.H. Hamilton	Brakeman	5	Dropped piece of pipe on foot.
(227)	6-2	Mea	#S-J	127	30	6	S.H. Stever	Conductor	4	Slack action on rear of train as train was stopping, threw conductor against end of caboose.

# - caused from sudden stopping, starting, lurch, or jerk of car or train.



YR	DATE	LOCATION	I.C.C. CLASS	TRAIN NUMBER	NO. CARS IN TRAIN	SPEED M.P.H.	NAME	OCCUPATION	ESTIMATED DISABILITY (Days)	DESCRIPTION OF ACCIDENT
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
YEAR 1928 (CONTINUED)										
(228)	6-4	Glennville	S-J	126	37	Standing	R.H. Marie	Brakeman	10	Sand in eye.
(229)	6-10	Tucson	S-S	3-428	52	Standing	H.E. Taylor	Brakeman	4	Wrenched back getting hand brake.
(230)	6-11	Ottawa	PS-J	189	67	5	W.N. Mayo	Conductor	30	Knocked from top of caboose when train parted due to broken knuckle.
(231)	6-22	Sentinel	PS-J	2-2701-W	67	15	G.V. Gibson	Brakeman	20	Thrown against end of caboose when undesired emergency occurred.
(232)	6-24	Beque	S-J	2-242	52	18	H.W. Faith	Brakeman	12	Splinter in hand while adjusting ventilator.
(233)	6-27	Willcox	S-S	418	47	Standing	O.C. Bode	Brakeman	14	Fell from car while setting hand brake.
(234)	7-1	Berhardine	S-S	2-3627-W	64	15	F.A. Wheeler	Fireman	4	Sand in eye.
(235)	7-8	Fortuna	PS-J	2-2857-W	70	6	D.A. Quinn T.H. Hutton	Conductor Brakeman	8 8	Thrown in caboose due to mishandling of air and slack by engineer.
(236)	7-27	Queen Creek	S-S	188	34	Standing	W. Luffrell	Fireman	14	Fell to ground when rope to water tank valve broke when taking water.
(237)	9-2	Harpan	S-J	2-2748-W	57	10	C. Davis	Brakeman	14	Sand in eye.
(238)	9-8	Hubert	PS-J	1-428	62	7	O.W. Spear	Brakeman	45	Stepped in hole and fell when alighting from train.
(239)	9-27	Casa Grande	S-J	243	56	Standing	A.A. Dunn	Brakeman	20	Caught finger between brake shoe and brake head.
(240)	10-11	Fairbank	S-S	185	42	Standing	C.C. Dial	Conductor	24	Sprained arm releasing hand brake.
(241)	10-24	Coolidge	S-J	438	40	Standing	J.W. Hyttinger	Conductor	60	Fell to ground when gang-plank slipped while unloading freight.
(242)	10-30	Miami	S-S	2-2599-W	18	Standing	W.P. Bogan	Brakeman	5	Wrenched back setting hand brake when axles broke.
(243)	11-3	Hubert	S-J	243	30	4	A. Kelly	Brakeman	14	Stepped in hole and sprained ankle while running to catch train.
(244)	11-12	Douglas	PS-J	2-330	70	8	J.M. Johnson	Conductor	7	Thrown from caboose platform to ground when slack ran in due to emergency application by engineer to avoid misplaced switch.
(245)	11-13	Lave	S-J	2-242	55	15	R.C. Barker	Brakeman	8	Slipped on grab iron climbing side of car.
(246)	12-22	Fairbank	S-J	2-3714-W	59	6	J.R. Robinson	Brakeman	Killed	Fell from top of 1-in and run over.
(247)	12-4	Nasa	S-J	2-2105-W	8	2	D.R. Mills	Brakeman	90	Fell from top of car to ground.
(248)	12-7	Albany	PS-J	2-3677-W	64	4	G.P. Givans	Conductor	15	Plate jammed side to knuckle opening between fourth and fifth cars from caboose.
(249)	12-9	Aster	S-S	244	43	15	R. Price	W.S. Holper	Killed	Struck by train.
(250)	12-31	Wellton	S-S	2-2801-W	49	10 to 15	J.J. Kane	Brakeman	10	Fell getting off moving train.
YEAR 1929										
(251)	1-3	Drigden	S-J	417	48	Standing	J.L. Pulliam	Brakeman	7	Door closed suddenly on finger.
(252)	1-3	Blackwater	S-S	2-2763-W	66	5	D.L. Douglas	Brakeman	10	Sprained ligament of back getting off engine.
(253)	1-6	Pineche	S-J	1-428	57	Standing	R.R. Hinton	Brakeman	5	Match plug dropped on foot.
(254)	1-17	Benson	S-S	2-410	69	10	D.J. Haines	Brakeman	10	Slipped and fell attempting to board train.
(255)	1-17	Harque	PS-J	2-2774-W	65	4	G.C. Marks C. Davis	Conductor Brakeman	10 74	Undesired emergency application being brought to a stop, injured men in caboose.
(256)	1-26	Nasa	S-J	2-312	58	6	J.R. Webb	Conductor	157	Fell off bridge running to catch rear of train.
(257)	2-18	Chavez	S-J	2-3072-W	59	8	D.W. Lowther	Brakeman	20	Turned ankle on rock running alongside train bleeding brake cylinder on car.
(258)	3-18	Hagen	S-S	2-2562-W	40	15	E.O. Fredericks	Brakeman	15	Stepped on rock and fell getting off car.
(259)	3-31	Dona	PS-J	2-2797-W	70	25	A.V. Bennett	Conductor	24	Thrown in caboose when engineer unnecessarily applied brakes in emergency.
(260)	4-15	Stockham	PS-J	2-2565-W	65	18	R.H. Kell	Brakeman	6	Rough stop caused by trespasser stepping on cutting lever 14 cars from head end, injured brakemen in caboose.
(261)	4-17	Casa Grande	S-S	2-2701-W	55	25	S. Lums	Fireman	20	Stepped on edge of squirt hose and turned ankle.
(262)	5-2	Oatville	S-J	2-2527-W	66	6	Capt. Clung	Brakeman	45	Stepped on ballast and turned ankle running to line switch.
(263)	5-3	Sila	S-S	1-242	55	Standing	J.W. Davis	Fireman	17	Stepped on loose nut on front step of engine.
(264)	6-6	Wellton	S-J	2-3749-W	64	8	O.H. Thornhill	Brakeman	8	Wrenched knee on top of car.
(265)	6-9	Coladen	S-J	1-428	59	4	S.B. Hughes	Brakeman	30	Ran into hand rail on bridge and fell down edge of substructure.
(266)	6-11	Pineche	S-J	3-92	52	Standing	T.D. Holland	Brakeman	5	Stepped on tank about back and sprained ankle.
(267)	6-20	Sabine	S-J	2-2795-W	66	40	J. Hall	Brakeman	20	Scalded by hot water from squirt hose.
(268)	6-22	Hyder	S-S	2-2549-W	47	Standing	J.P. Hill	Fireman	30	Lost balance and fell to ground while taking water.
(269)	7-1	San Pedro	PS-J	2-3745-W	70	35	J.E. Grimes	Brakeman	13	Air hose blew off second car from engine causing injury to brakeman in caboose.
(270)	7-1	Hubert	S-S	2-3793-W	68	3	R.P. Higgins	Conductor	16	Jumped from caboose in anticipation of derailment.
(271)	7-6	Benson	S-S	2-3751-W	67	Standing	A.F. Meyer	Engineer	30	Foot slipped off guide of engine while making minor repairs.
(272)	7-6	Dona	S-S	434	24	3 to 4	B. Frutley	Brakeman	15	Sole of shoe caught on protruding nail in car floor causing fall.
(273)	7-15	Conger	S-S	2-2549-W	66	25	C.E. Miller	Fireman	5	Scalded by hot water from squirt hose.

\* caused from sudden stopping, starting, lurch, or jerk of car or train.

Sheet 7 of 12 sheets

ITEM NO.	DATE	LOCATION	I.C.C. CLASS	TRAIN NUMBER	NO. CARS IN TRAIN	SPEED M.P.H.	PERSON INJURED		ESTIMATED DISABILITY (Days)	DESCRIPTION OF ACCIDENT
							NAME	OCCUPATION		
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
1929 YEAR 1929 (CONTINUED)										
(274)	7-15	Bozque	S-J	X-2749-W	49	4	H.B. Penton	Brakeman	30	Caught foot between deadwood and draw bar.
(275)	7-16	Picacho	S-J	1-428	53	5	W.P. Messer	Brakeman	5	Fell in man-hole of engine tender.
(276)	8-13	Marqua	S-g	X-2549-E	55	10	O.E. Redmond	Brakeman	7	Slipped and fell on ballast, getting off engine.
(277)	8-18	Billito	S-J	X-2423-W	55	15 to 20	W.J. Shannon	Fireman	30	Struck thumb on train order hoop.
(278)	8-26	Tombstone	S-g	164	2	Standing	D.A. Quinn	Brakeman	7	Foot slipped descending side ladder on car.
(279)	8-28	Picacho	S-g	X-2795-W	55	5	R.E. Justice	Brakeman	30	Bruised toe on ballast getting off caboose.
(280)	9-2	Hayden	S-b	X-3240-W	9	Just Moved	H.B. Irion	Brakeman	60	Fingers caught between coupler and striking plate when turning angle cock.
(281)	9-3	Maricopa	S-g	X-2530-W	52	6	H.L. Miller	Brakeman	11	Stepped on piece of ballast and fell, getting off engine.
(282)	9-10	Dome	S-J	X-2797-W	65	Standing	H.E. Burkhart	Brakeman	25	Struck by falling car door.
(283)	10-5	Montezuma	S-J	432	49	35	C. Gavin	Brakeman	30	Fell while descending from cupola of caboose due to step breaking.
(284)	10-17	Bell	S-J	436	36	Standing	A.L. Franks	Brakeman	10	Strained back lifting sack of potatoes in car.
(285)	12-11	Tucson	S-d	X-3305-W	39	Standing	L. Reece	Brakeman	45	Fell to ground while setting hand brake.
(286)	12-14	Tucson	S-d	2-412	69	Standing	J.T. Bell	brakeman	11	Strained back when releasing hand brake.
(287)	12-18	Tucson	PS-J	X-3682-W	68	20	W.C. Willoughby	Brakeman	Permanent	Fell from car as slack jerked when engineer released brakes.
(288)	12-19	Alrich	S-J	412	69	30	J.G. Blaise	Fireman	22	Cinder in eye.
1930 YEAR 1930										
(289)	1-7	Beck	PS-J	X-2751-W	70	5	F.R. Hughes	Brakeman	8	Knocked down in caboose when train parted due to breaking emergency chain between engine and first car.
(290)	1-20	Bea	S-1	X-2709-W	68	40	F.E. Whitaker	Sig. Mntnr.	Killed	Struck by train while attempting remove motor car from track.
(291)	2-13	Bowie	S-J	X-3713-W	57	Standing	J.E. Follett	Conductor	5	Iron platform truck slipped from his hands and injured toe.
(292)	2-19	Ocasco	PS-J	421	67	25	H.E. Foley	Brakeman	62	Train parted, rough stop throwing brakeman off of third car from engine.
(293)	2-20	Sentinel	S-J	423	58	Standing	R.P. Higgins	Brakeman	14	Dropped piece of pipe on foot.
(294)	2-21	Hanford	PS-J	X-5023-W	70	35	S.W. Shockley	Brakeman	10	Undesired emergency caused sudden stop, injuring brakeman in caboose.
(295)	3-14	Stanwix	S-J	X-3652-W	66	8	G.L. Schofield	Brakeman	60	Stumbled on ballast and fell while bleeding brake cylinder on car.
(296)	3-19	Tussey	PS-J	X-2701-W	66	12 to 15	E.H. Strasser	Brakeman	10	Train parted due to trespasser stepping on cutting lever 5 cars from engine injuring brakeman in caboose.
(297)	3-22	Colodon	S-g	X-3613-W	65	Standing	D.J. Croughan	Brakeman	30	Stepped off bridge and fell to ground while getting off engine to line switch.
(298)	3-24	Rittenhouse	S-J	X-1624-W	2	Standing	J.G. Ward	Conductor	30	Stepped off end of running board of car and fell to ground.
(299)	4-6	Marah	S-J	X-3700-W	66	35	L.D. Oliver	Brakeman	Killed	Fell from top of train and run over.
(300)	4-14	Hado	PS-J	X-3686-W	67	12	B.E. Howard	Brakeman	8	Run-in of slack as train was being stopped in siding, injured brakeman in caboose.
(301)	4-19	Tucson	S-g	312	50	Standing	A. Hesselberg	Yard Clerk	6	Fell to ground getting off train.
(302)	5-3	Wellton	S-g	1-426	66	6	K.T. Buckles	Brakeman	5	Fell getting off train.
(303)	5-5	Naco	S-a	X-5013-W	70	2	C.A. Boyd	Brakeman	12	Caught fingers between knuckles of cars.
(304)	5-15	Tucson	PS-J	X-3072-W	67	10	J. Featherstone	Brakeman	4	Sudden stop caused by undesired emergency injured brakeman in caboose.
(305)	5-26	Phoenix	S-J	432	55	Standing	W.W. Pettis	Conductor	30	Hands slipped crossing over between cars fracturing fore-arm.

(282)	9-10	Dome	S-J	X-277-W	60	Standing	H.E. Burkhardt	Brakeman	20	Struck by falling car door.
(283)	10-5	Montezuma	S-J	432	49	35	C. Gavin	Brakeman	30	Fell while descending from cupola of caboose due to step breaking.
(284)	10-17	Bell	S-J	436	36	Standing	R.L. Franks	Brakeman	10	Strained back lifting sack of potatoes in car.
(285)	12-11	Tucson	S-4	X-3305-W	39	Standing	L. Reese	Brakeman	45	Fell to ground while setting hand brake.
(286)	12-14	Tucson	S-4	2-412	69	Standing	J.T. Bell	Brakeman	11	Strained back when releasing hand brake.
(287)	12-18	Tucson	PS-J	X-3682-W	68	20	W.C. Willoughby	Brakeman	Permanent	Fell from car as slack jerked when engineer released brakes.
(288)	12-19	Alrich	S-J	412	69	30	J.G. Blaise	Fireman	22	Cinder in eye.
1930										
YEAR 1930										
(289)	1-7	Desk	PS-J	X-2751-W	70	5	F.R. Hughes	Brakeman	8	Knocked down in caboose when train parted due to breaking emergency chain between engine and first car.
(290)	1-20	Don	S-1	X-2709-W	68	40	F.E. Whitaker	Sig. Mntnr.	Killed	Struck by train while attempting remove motor car from track.
(291)	2-13	Bowie	S-J	X-3713-W	57	Standing	J.E. Pollett	Conductor	5	Iron platform truck slipped from his hands and injured toe.
(292)	2-19	Ocupos	PS-J	421	67	25	H.E. Foley	Brakeman	62	Train parted, rough stop throwing brakeman off of third car from engine.
(293)	2-20	Sentinel	S-J	423	58	Standing	R.P. Higgins	Brakeman	14	Dropped piece of pipe on foot.
(294)	2-21	Hereford	PS-J	X-5023-W	70	35	S.W. Shockley	Brakeman	10	Undesired emergency caused sudden stop, injuring brakeman in caboose.
(295)	3-14	Stanwix	S-J	X-3652-W	66	8	G.L. Schofield	Brakeman	60	Stumbled on ballast and fell while bleeding brake cylinder on car.
(296)	3-19	Tucson	PS-J	X-2701-W	66	12 to 15	H.H. Strasser	Brakeman	10	Train parted due to trespasser stepping on cutting lever 5 cars from engine injuring brakeman in caboose.
(297)	3-22	Colodon	S-g	X-3613-W	65	Standing	D.J. Croughan	Brakeman	30	Stepped off bridge and fell to ground while getting off engine for line switch.
(298)	3-24	Rittenhouse	S-J	X-1624-W	2	Standing	J.G. Ward	Conductor	30	Stepped off end of running board of car and fell to ground.
(299)	4-6	Marab	S-J	X-3700-W	66	35	L.D. Oliver	Brakeman	Killed	Fell from top of train and run over.
(300)	4-14	Hado	PS-J	X-3686-W	67	12	B.E. Howard	Brakeman	8	Run-in of slack as train was being stopped in siding, injured brakeman in caboose.
(301)	4-19	Tucson	S-g	312	50	Standing	A. Hesselberg	Yard Clerk	6	Fell to ground getting off train.
(302)	5-3	Walton	S-g	1-426	66	6	E.T. Buckles	Brakeman	5	Fell getting off train.
(303)	5-5	Hase	S-a	X-5013-W	70	2	C.A. Boyd	Brakeman	12	Caught fingers between knuckles of cars.
(304)	5-15	Tucson	PS-J	X-3072-W	67	10	J. Featherstone	Brakeman	4	Sudden stop caused by undesired emergency injured brakeman in caboose.
(305)	5-26	Phoenix	S-J	432	55	Standing	W.W. Pettis	Conductor	30	Hands slipped crossing over between cars fracturing fore-arm.
(306)	6-21	Calfred	S-g	423	64	Standing	C. McClung	Brakeman	30	Turned and sprained ankle alighting from car.
(307)	6-26	Desque	PS-J	X-3246-W	67	15	R.H. Keil	Brakeman	4	Brakeman riding on top of sixth car from head end thrown to ground when conductor applied air from caboose.
(308)	6-30	Pitacho	S-e	X-2634-W	61	4	G.G. Orriegen	Fireman	14	Scalded by hot water from squirt hose.
(309)	8-1	Tucson	PS-J	X-3634-W	49	12	H. Radabaugh	Brakeman	12	Brakeman thrown to floor of caboose when train parted due to trespasser stepping on cutting lever.
(310)	8-6	Wesol	PS-J	312	68	15	S.W. Shockley	Brakeman	85	Brakeman in cupola knocked against window frame when engineer made emergency application of brakes to avoid over-running interlocking signal.
(311)	8-14	Saddle	S-g	X-3074-W	42	10	C.E. Baumgardner	Brakeman	10	Slipped on ballast and fell, getting on train.
(312)	9-13	Ray Jet.	S-J	X-3276-W	37	2	J.G. Ward	Brakeman	6	Dust in eye.
(313)	10-3	Ray Jet.	S-J	X-3276-W	37	5	J.G. Ward	Brakeman	11	Stepped on rock and sprained ankle running to catch caboose.
(314)	10-5	Hereford	S-J	1-312	69	Standing	J.G. Jones	Brakeman	45	Fractured hand attempting to eject trespasser.
(315)	10-15	Phoenix	PS-h	431	69	6	A.J. Young	Brakeman	30	Thrown from top of caboose to ground when train stopped suddenly, due to striking automobile on grade crossing.
(316)	10-23	Oasa Grande	S-g	3-410	45	3	D.A. Quinn	Brakeman	4	Stepped on piece of ballast and sprained ankle getting off car.
(317)	10-28	Tucson	PS-J	X-3323-W	65	2	J.H. Alsobrook	Brakeman	13	Sudden jerk of slack due to engineer releasing brakes at too slow speed, injured brakeman in caboose.

P - caused from sudden stopping, starting, lurch, or jerk of car or train.



ITEM NO.	DATE	LOCATION	I.C.C. CLASS	TRAIN NUMBER	NO. CARS IN TRAIN	SPEED M.P.H.	PERSON INJURED		ESTIMATED DISABILITY (Days)	DESCRIPTION OF ACCIDENT
	(1)	(2)	(3)	(4)	(5)	(6)	NAME (7)	OCCUPATION (8)	(9)	(10)
1930										
YEAR 1930 (CONTINUED)										
(318)	10-30	Pantano	S-e	412	70	Standing	B.F. Baker	Engineer	20	Finger caught between water spout and man-hole.
(319)	10-30	Casa Grande	S-d	422	64	Standing	G.B. Palmer	Brakeman	30	Lost balance and fell to ground while operating hand brake.
(320)	11-19	Roll	S-j	431	50	12	G.R. Lester	Brakeman	4	Slipped off step of engine gangway and fell to ground.
(321)	12-8	Casador	S-j	1-312	70	Standing	F.W. Hutton	Conductor	60	Lost balance and fell from bridge to ground below.
(322)	12-19	Tucson	S-d	482	69	Standing	F.H. Primley	Brakeman	20	Struck on wrist by brake club when hand brake released suddenly.
(323)	12-30	Tucson	S-d	417	57	8	J.W. Vance	Brakeman	60	Lost balance and fell to ground setting hand brakes.
1931										
YEAR 1931										
(324)	1-10	Willcox	S-g	X-3683-W	62	Standing	H.F. Brown	Brakeman	15	Fell from car while detraining.
(325)	2-11	Serape	S-j	X-2700-W	66	Standing	M.E. Harmon	Brakeman	9	End of chute apron dropped and struck abdomen.
(326)	2-18	Tucson	S-g	1-416	57	Standing	G.J. Dorsey	Fireman	20	Slipped and fell to ground from running board of engine.
(327)	3-8	Tucson	S-j	2-414	70	Standing	H.E. Richardson	Brakeman	4	Wrenched back climbing through cars.
(328)	3-10	Tartton	S-g	423	55	5	N.B. Greenway	Brakeman	9	Sprained leg getting on engine.
(329)	3-24	Paso	S-j	3-420	70	18	B.M. Montgomery	Conductor	11	Right hand scalded with squirt hose.
(330)	4-9	Falfa	#S-d	1-434	67	4	R.W. Wills	Brakeman	6	Impact at coupling tore brakeman's grasp from brake wheel, causing him to fall across couplers between cars.
(331)	4-11	Wellton	S-j	431	69	6	B.I. Slater	Conductor	6	Stepped in hole and fell while running alongside car bleeding brake cylinders.
(332)	6-4	Hereford	#S-j	189	66	3	J.M. Johnson	Conductor	4	Knocked against end of caboose when slack ran in as engineer applied brakes.
(333)	6-4	Mescal	S-c	1-414	70	Standing	H.L. Fuller	Engineer	5	Burned by explosion when water thrown on hot journal engine trailer.
(334)	6-19	Curvo	S-j	2-414	70	10	B.F. Rinkleib	Fireman	5	Hot sand in eye.
(335)	7-1	Bon-Munoz	#S-j	X-3124-W	67	40	E.L. Haile	Brakeman	5	Thrown to floor of caboose by sudden stop, due to train parting caused by knuckle coming open.
(336)	7-6	Lava	S-j	414	46	30	G.C. Marks	Conductor	30	Sprained ankle account running board on top of car breaking under weight of conductor.
(337)	7-11	Charleston	#S-j	X-5005-W	70	35	G.V. Lake	Brakeman	11	Thrown against locker box in caboose when run-in of slack occurred as train was being stopped.
(338)	7-24	Mescal	S-c	3-412	70	25	T.H. Blythe	Fireman	30	Scalded when pressure pipe to water pump gauge burst.
(339)	7-29	Wellton	S-i	410	55	12	J. Salas	Sect. librer	20	Struck by train.
(340)	8-5	Emond	C-1	410	55	30	S.W. Mote J.F. Martin H.T. Stapp	Engineer Fireman Brakeman	6 Permanent 12	Engine backing with two cars ahead of engine, collided with standing portion of train when main reservoir pipe broke off, injuring three men on engine.
(341)	8-12	Gila	S-c	X-3613-W	57	Standing	F.A. Lathrop	Fireman	14	Slipped on top of engine tender.
(342)	8-28	Wellton	S-c	416	65	Standing	H.L. Young	Fireman	30	Slipped and fell on tender on engine while taking water.
(343)	10-3	Marsh	S-j	X-3115-W	39	35	R.E. Harmon	Brakeman	20	Vibration of car on which he was riding bruised and fractured testicle.
(344)	10-11	Vail	#S-j	X-3752-W	60	12	H.F. Muse	Brakeman	90	Claims jerk of train caused him to fall between cars while stepping from one to another.
(345)	10-16	Phoenix	#S-j	432	69	4	B.I. Slater	Conductor	17	Thrown down in caboose by slack action caused by improper handling of air by engineer making stop.
(346)	11-23	Hyder	#S-j	432	51	6	B.I. Slater	Conductor	97	Thrown down in caboose by severe run-in of slack due to improper handling of air by engineer.
(347)	12-6	Tucson	#S-j	X-3629-W	69	8	A.A. Dean J.A. Lancaster	Conductor Brakeman	16	Sudden stop caused by trespasser stepping on cutting lever between ninth and tenth cars, injured tender in caboose.

(324)	1-10	Willcox	S-g	X-1683-W	62	Standing	H.F.Brown	Brakeman	15	Fell from car while detraining.
(325)	2-11	Serape	S-J	X-2766-W	66	Standing	R.E.Harmon	Brakeman	9	End of chute apron dropped and struck abdomen.
(326)	2-18	Tucson	S-g	1-416	57	Standing	G.J.Dorsey	Fireman	20	Slipped and fell to ground from running board of engine.
(327)	3-8	Tucson	S-J	2-414	70	Standing	H.E.Richardson	Brakeman	4	Wrenched back climbing through cars.
(328)	3-10	Tartton	S-g	423	55	5	N.B.Greenway	Brakeman	9	Sprained leg getting on engine.
(329)	3-24	Raso	S-J	3-410	70	18	B.W.Montgomery	Conductor	11	Right hand scalded with squirt hose.
(330)	4-9	Falfa	#S-d	1-434	67	4	R.W.Wills	Brakeman	6	Impact at coupling tore brakeman's grasp from brake wheel, causing him to fall across couplers between cars.
(331)	4-11	Wellton	S-J	431	69	6	B.I.Slater	Conductor	6	Stepped in hole and fell while running alongside car bleeding brake cylinders.
(332)	6-4	Hereford	#S-J	189	66	3	J.W.Johnson	Conductor	4	Knocked against end of caboose when slack ran in as engineer applied brakes.
(333)	6-4	Mescal	S-c	1-414	70	Standing	H.L.Fuller	Engineer	5	Burned by explosion when water thrown on hot journal engine trailer.
(334)	6-19	Curvo	S-J	2-414	70	10	B.F.Rinkieib	Fireman	5	Hot sand in eye.
(335)	7-1	Bon-Nunez	#S-J	X-3124-W	67	40	E.L.Haile	Brakeman	5	Thrown to floor of caboose by sudden stop, due to train parting caused by knuckle coming open.
(336)	7-6	Lava	S-J	414	46	30	G.C.Marks	Conductor	30	Sprained ankle account running board on top of car breaking under weight of conductor.
(337)	7-11	Charleston	#S-J	X-5005-W	70	35	G.V.Lake	Brakeman	11	Thrown against locker box in caboose when run-in of slack occurred as train was being stopped.
(338)	7-24	Mescal	S-c	3-412	70	25	T.H.Blythe	Fireman	30	Scalded when pressure pipe to water pump gauge burst.
(339)	7-29	Wellton	S-i	410	55	12	J.Salas	Sect. librer	20	Struck by train.
(340)	8-5	Emond	C-i	410	55	30	S.W.Mote J.F.Martin H.T.Stapp	Engineer Fireman Brakeman	6 Permanent 12	Engine backing with two cars ahead of engine, collided with standing portion of train when main reservoir pipe broke off, injuring three men on engine.
(341)	8-17	Gila	S-c	X-3613-W	57	Standing	F.A.Lathrop	Fireman	14	Slipped on top of engine tender.
(342)	8-28	Wellton	S-c	416	65	Standing	H.L.Young	Fireman	30	Slipped and fell on tender on engine while taking water.
(343)	10-3	Marsh	S-J	X-3315-W	39	35	R.E.Harmon	Brakeman	20	Vibration of car on which he was riding bruised and fractured testicle.
(344)	10-11	Vail	#S-J	X-3752-W	60	12	H.F.Muse	Brakeman	96	Claims jerk of train caused him to fall between cars while stepping from one to another.
(345)	10-16	Phoenix	#S-J	432	69	4	B.I.Slater	Conductor	17	Thrown down in caboose by slack action caused by improper handling of air by engineer making stop.
(346)	11-23	Hyder	#S-J	432	51	6	B.I.Slater	Conductor	97	Thrown down in caboose by severe run-in of slack due to improper handling of air by engineer.
(347)	12-6	Tucson	#S-J	X-3629-W	69	8	A.A.Dean J.A.Lungston W.R.Rutledge	Conductor Brakeman Brakeman	16 5 8	Sudden stop caused by trespasser stepping on cutting lever between ninth and tenth cars injured trainmen in caboose.
1932 YEAR-1932										
(348)	1-28	Bawtry	S-J	X-3752-W	61	30	J.W.Guinn	Sect. Formn	Killed	Struck by train.
(349)	2-11	Fairbank	S-J	171	5	8	H.Schleuning	Brakeman	30	Impact of cars, knocked brakeman from cars.
(350)	2-18	Fairbank	S-d	189	63	Standing	O.E.Spaw	Brakeman	30	Struck in face by brake club while releasing brake.
(351)	2-23	Naco	S-J	189	70	Standing	D.M.Bloodworth	Brakeman	21	Strained back lifting freight.
(352)	3-24	Wymola	#S-J	X-3277-W	67	5	T.H.Parker J.S.Hardwick A.J.Murray	Conductor Brakeman Brakeman	41 6 5	Engineer made emergency application of brakes to avoid running through switch improperly lined, injuring men in caboose.
(353)	4-12	Tucson	#S-J	433	67	12	J.H.Hamilton	Brakeman	21	Thrown against stove in caboose, when train parted due to trespasser stepping on cutting lever.
(354)	5-7	Contention	S-g	943	3	4	R.E.Kelley	Brakeman	24	Slipped on rock boarding train.
(355)	5-28	Raso	#W-b	X-5021-W	67	6	B.E.Hunt	Brakeman	18	Thrown against caboose locker end to floor when train parted due to defective knuckle.
(356)	6-18	Yellon	S-c	X-3310-W	63	Standing	E.R.Lathrop	Fireman	30	Lost balance and fell from engine tender to ground.

# = caused from sudden stopping, starting, lurch, or jerk of car or train.

ITEM NO.	DATE	LOCATION	I.C.C. CLASS	TRAIN NUMBER	NO. CARS IN TRAIN	SPEED M.P.H.	PERSON INJURED		ESTIMATED DISABILITY (Days)	DESCRIPTION OF ACCIDENT
							NAME	OCCUPATION		
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	
1932 (CONTINUED)										
(357)	6-19	Gila	S-c	1-852	67	Standing	J.V.Stockwell	Fireman	4	Slipped and fell from front end of engine to ground.
(358)	7-2	Musina	S-J	X-2583-W	70	5	H.M.McEwan	Brakeman	5	Burned by steam from boiler blow-off cock.
(359)	9-2	Mohawk	S-J	848	70	4	I.C.Allen	Brakeman	20	Stepped on stone while running to throw switch.
(360)	9-3	Bernardino	S-J	964	53	Standing	C.W.Berryhill	Brakeman	60	Stepped off top of standing car.
(361)	9-15	Wellton	S-c	1-848	57	2	J.A.Ingram	Fireman	90	Burned by escaping steam when valve to injector steam pipe blew out at turret.
(362)	10-13	Bowie	S-d	2-846	45	3	F.W.Killmer	Brakeman	11	Lost balance and fell against end of car while releasing hand brake.
(363)	10-19	Hyder	S-c	902	54	Standing	H.A.Harrington	Fireman	60	Lost balance and fell to ground while taking water.
(364)	12-8	Coolidge	S-J	1-903	62	8	H.Showers	Brakeman	9	Stepped on piece of ballast and turned ankle.
(365)	12-9	Normal Jct.	S-d	X-2235-W	5	Standing	W.F.McNeley	Brakeman	90	Lost balance and fell to ground releasing hand brakes.
(366)	12-20	Palo Verde	S-g	901	53	6	E.V.Shaw	Brakeman	7	Slipped on piece of ballast getting off car.
(367)	12-29	Wilcox	S-b	866	57	10	R.T.Quint	Brakeman	7	Thrown against stove when engineer applied brakes in emergency when main rod strap broke.
1933										
YEAR 1933										
(368)	1-11	Picacho	S-J	903	62	25	G.B.Palmer	Conductor	28	Conductor claims heavy slack action on rear threw him against cupola steps.
(369)	1-18	Casador	S-J	X-5011-W	67	25	C.A.Sorrelle	Conductor	16	Thrown from his chair to floor when engineer made emergency application of brakes when he incorrectly believed engine had passed over broken rail.
(370)	1-21	Gila	S-J	X-3625-W	54	7	D.Mlover	Brakeman	20	Struck by swinging door of car in train.
(371)	2-6	Tucson-Picacho	S-J	903	63	Unknown	J.H.Hamilton	Brakeman	4	Hot sand in eye.
(372)	2-26	Casa Grande	S-J	X-3307-W	66	Standing	C.A.Boyd	Brakeman	20	Slipped off cupola step in caboose.
(373)	6-14	Bowie	S-c	X-3752-W	67	Standing	H.J.Brady	Fireman	20	Slipped and fell on engine tender.
(374)	6-28	Benson	S-g	X-5027-W	68	15	R.T.Quint	Conductor	14	Struck knee on caboose step boarding train.
(375)	7-22	Chicopee	S-g	X-3317-W	66	9	W.E.Williams	Brakeman	9	Slack ran out as brakeman boarded caboose straining pelvis.
(376)	7-30	Red Rock	S-g	854	62	12	D.Mlover	Brakeman	10	Strained foot stepping on piece of ballast when alighting from train.
(377)	9-18	Pima	S-g	X-2757-W	9	7	B.R.Tolson	Conductor	30	Lost hand hold and fell to ground attempting to board caboose.
(378)	9-25	Masscyumpa	S-J	902	70	Standing	R.A.Joiner	Brakeman	Killed	Stepped from caboose and fell from bridge to ground below.
(379)	10-16	Tomberton	S-J	944	5	Standing	C.A.Boyd	Brakeman	8	Gangplank slipped while unloading freight.
(380)	10-28	Hyder	S-J	901	39	4	L.A.Webb	Brakeman	14	Thrown against side of car on which he was riding when train parted due to broken knuckle.
1934										
YEAR 1934										
(381)	1-2	Casa Grande	S-g	856	25	Standing	R.E.Johnson	Engineer	6	Stepped on small rock getting off engine.
(382)	1-8	Bowie	S-b	3-862	38	Standing	R.G.Stead	Brakeman	20	Coupling air hose, hose flew up and struck hand.
(383)	2-15	Bowie	S-g	X-5029-W	49	6	W.A.Clelland	Conductor	30	Turned ankle getting off train.
(384)	3-8	Bisbee Jct.	S-I	X-5033-W	45	6	R.A.Powers	Conductor	Killed	Fell under train attempting to get on.
(385)	4-29	Curvo	S-L	1-862	70	14	C.H.Varner	Fireman	14	Sand in eye.



(360)	9-3	Bernardino	S-J	964	53	Standing	C.W.Berryhill	Brakeman	60	Stepped off top of standing car.
(361)	9-15	Wellton	S-c	1-848	57	2	J.A.Ingram	Fireman	90	Burned by escaping steam when valve to injector steam pipe blew out at turret.
(362)	10-13	Bowie	S-d	2-866	45	3	F.W.Killmer	Brakeman	11	Lost balance and fell against end of car while releasing hand brake.
(363)	10-19	Hyder	S-c	902	54	Standing	M.A.Harrington	Fireman	60	Lost balance and fell to ground while taking water.
(364)	12-6	Coolidge	S-J	1-903	62	8	H.Showers	Brakeman	9	Stepped on piece of ballast and turned ankle.
(365)	12-9	Normal Jet.	S-d	X-2235-B	5	Standing	W.F.McNoley	Brakeman	90	Lost balance and fell to ground releasing hand brakes.
(366)	12-20	Palo Verde	S-g	901	53	6	E.V.Shaw	Brakeman	7	Slipped on piece of ballast getting off car.
(367)	12-29	Willcox	PM-b	866	57	10	R.T.Quint	Brakeman	7	Thrown against stove when engineer applied brakes in emergency when main rod strap broke.
1933										
(368)	1-11	Picacho	PS-J	903	62	25	G.B.Palmer	Conductor	28	Conductor claims heavy slack action on rear threw him against cupola steps.
(369)	1-18	Casador	PS-J	X-5011-W	67	25	C.A.Sorrells	Conductor	16	Thrown from his chair to floor when engineer made emergency application of brakes when he incorrectly believed engine had passed over broken rail.
(370)	1-21	Gila	S-J	X-3625-W	54	7	D.Mlover	Brakeman	20	Struck by swinging door of car in train.
(371)	2-6	Tucson-Picacho	S-J	903	63	Unknown	J.M.Hamilton	Brakeman	4	Hot sand in eye.
(372)	2-26	Casa Grande	S-J	X-3307-W	66	Standing	C.A.Boyd	Brakeman	20	Slipped on cupola step in caboose.
(373)	6-14	Bowie	S-c	X-3752-W	67	Standing	M.J.Brady	Fireman	20	Slipped and fell on engine tender.
(374)	6-28	Benson	S-g	X-5027-W	68	13	R.T.Quint	Conductor	14	Struck knee on caboose step boarding train.
(375)	7-22	Chicope	PS-g	X-3317-W	66	9	W.E.Williams	Brakeman	9	Slack ran out as brakeman boarded caboose straining pelvis.
(376)	7-30	Red Rock	S-g	854	62	12	D.Mlover	Brakeman	10	Strained foot stepping on piece of ballast when alighting from train.
(377)	9-18	Pima	S-g	X-2757-W	9	7	B.R.Tolson	Conductor	30	Lost hand hold and fell to ground attempting to board caboose.
(378)	9-25	Hassayampa	S-J	902	70	Standing	R.A.Joiner	Brakeman	Killed	Stepped from caboose and fell from bridge to ground below.
(379)	10-16	Tombstone	S-J	944	5	Standing	C.A.Boyd	Brakeman	8	Gangplank slipped while unloading freight.
(380)	10-28	Hyder	PS-J	901	39	4	L.A.Webb	Brakeman	14	Thrown against side of car on which he was riding when train parted due to broken knuckle.
1934										
(381)	1-2	Casa Grande	S-g	856	25	Standing	R.E.Johnson	Engineer	6	Stepped on small rock getting off engine.
(382)	1-8	Bowie	S-b	3-862	38	Standing	R.G.Stead	Brakeman	20	Coupling air hose, hose flew up and struck hand.
(383)	2-15	Bowie	S-g	X-5029-W	49	6	W.A.Clelland	Conductor	30	Turned ankle getting off train.
(384)	3-8	Bisbee Jet.	S-1	X-5033-W	45	6	R.A.Powers	Conductor	Killed	Fell under train attempting to get on.
(385)	4-29	Curto	S-J	1-862	70	14	C.H.Varner	Fireman	14	Sand in eye.
(386)	5-5	Tempe	S-J	X-1833-W	39	Standing	W.T.Beans	Conductor	20	Fell from running board of car.
(387)	6-15	Benson	S-g	3-866	70	Standing	W.L.Black	Brakeman	4	Turned ankle on rock when alighting from train.
(388)	6-15	Hohawk	S-g	X-3618-W	64	10	R.H.Reece	Brakeman	45	Lost hand hold on car and jumped or fell down an embankment.
(389)	6-21	Gila	S-c	854	70	Standing	J.B.Gandy	Engineer	7	Scalded by hot water from squirt hose.
(390)	7-10	Yuma	S-g	2-848	64	10	E.O.Fredericks	Brakeman	23	Missed hand hold and fell to ground attempting to board caboose of train.
(391)	7-22	Tucson	S-d	903	46	Standing	H.E.Richardson	Brakeman	90	Fell from top of car to ground while releasing hand brake.
(392)	8-17	Bowie	S-d	X-5002-W	51	2	H.F.Muse	Brakeman	60	Fell from car while releasing hand brake.
(393)	8-28	Vail	S-c	X-5003-W	45	Standing	A.L.Vogel	Engineer	15	Scalded by hot water from squirt hose.
(394)	9-8	Joan	S-g	901	33	Standing	E.R.Barnore	Brakeman	11	Fell to ground while descending from car.
(395)	10-3	Tucson	S-d	864	58	Standing	E.J.Durnil	Brakeman	18	Wrenched back releasing hand brake.
(396)	11-27	Dragoon	PS-J	X-5006-W	64	10	A.S.McNeece	Brakeman	30	Fell when climbing into cupola account slack action.

# - caused from sudden stopping, starting, lurch, or jerk of car or train.

Sheet 10 of 12 sheets.

ITEM NO.	DATE	LOCATION	I.C.C. CLASS	TRAIN NUMBER	NO. CARS IN TRAIN	SPEED M.P.H.	PERSON INJURED		ESTIMATED DISABILITY (Days)	DESCRIPTION OF ACCIDENT
							NAME	OCCUPATION		
1935										
YEAR 1935										
(397)	3-2	Tyson	S-g	902	57	4	R.W.Barber	Brakeman	22	Foot slipped off tie as about to board engine pilot.
(398)	3-10	Bowie	S-j	X-5012-W	66	2	T.A.McLaney	Brakeman	24	Slack action as train coming to a stop caused brakeman to lose his balance while going over top of caboose, falling to ground.
(399)	3-20	Tucson	S-g	1-862	70	8	G. Shaw	Conductor	286	Unknown - either getting off car, lost balance, or struck by some object and knocked off.
(400)	3-25	Yuma	S-j	2-842	62	6	J.E.Henshaw	Engineer	7	Sand blow in eye.
(401)	3-31	Torrone	S-j	903	44	Standing	B.R.Blanton	Brakeman	7	Tool box lid on engine dropped on fingers.
(402)	4-12	Dragoon	S-j	X-5046-W	66	30	J.H.Alsopbrook	Conductor	4	Unsecured emergency when automatic air applied due to defective triple, train parted 20th car from engine.
(403)	5-19	Maricopa	S-e	2-856	69	20	R. J. Hill	Fireman	9	Train parted and derailed account broken arch bar 2nd car from caboose, rough stop caused fireman to scold himself with boiler compound he was mixing on deck of engine.
(404)	6-12	Bowie	S-d	X-5030-W	66	Standing	C.T.Simmons	Brakeman	8	Claims hand brake released suddenly throwing man off car.
(405)	6-18	Olla	S-g	X-3615-W	68	8 to 10	R. E. Pacher	Brakeman	10	Burst blood vessel in leg getting off engine.
(406)	6-26	Tucson	S-d	X-5016-W	70	Standing	W.C.Ritchie	Brakeman	12	Tightening up hand brake on car, brake suddenly released.
(407)	6-30	Vail	S-j	X-5023-W	53	30	R.E.Brannon	Brakeman	5	Flying particle of sand blew into brakeman's eye while on top of train.
(408)	7-11	Hass	S-j	X-5034-W	68	Standing	F.W.Holmes	Sta.Laborer	50	Assisting in closing box car door, caught finger between hoist and lever.
(409)	7-19	Wellton	S-j	1-844	57	3	V.A.Hoover	Brakeman	30	Air hose blew off tender of engine causing emergency stop throwing brakeman who was on caboose steps against corner of the caboose.
(410)	7-30	Hassall	S-d	X-5027-W	66	4	A.H.Wentworth	Brakeman	4	Claims releasing hand brakes on car with club, brake released suddenly, club jerking from hand striking him on head.
(411)	7-31	Benson	S-e	1-866	65	Standing	C.W.Richardson	Engineer	34	Attempting replace cable on pulley at water column, hand caught under pulley and cable.
(412)	7-31	Astee-Buggins	S-j	1-848	70	25	V. L. Gale	Brakeman	21	Getting down into coke rack, hoist lurches against brakeman, causing him to fall.
(413)	9-27	Casa Grande	S-g	854	70	Standing	T.A.McLaney	Brakeman	19	Turned ankle on slag ballast when getting off car in train.
(414)	9-28	Maricopa Jct.	S-j	962	29	3	H.J.O'Brien	Brakeman	66	Attempting to control movement of two coupled detached cars by manipulating angle cock on end of the cars, when angle cock opened air hose flew up and struck left arm.
(415)	10-10	Yuma	S-g	824	70	Standing	J.R.Birmingham	Investigator	20	Foot slipped off ladder when getting down off car in train.
(416)	10-26	Yuma	S-j	901	58	Standing	W.H.McDowell	Brakeman	31	Foot slipped off pilot beam of engine while removing jack preparatory to returning it to caboose.
(417)	12-24	Kendall	S-g	X-2447-E	54	3	J. C. Jones	Brakeman	6	Fell from trestle when getting off train.
(418)	12-28	Wellridge	S-j	903	66	4	R.W.H.Chalmers	Brakeman	6	Claims foot slipped off step of car account stop silly.
1936										
YEAR 1936										
(419)	1-21	San Simon	S-j	X-5031-W	66	10	O.W.Hodges	Conductor	20	Stumbled and fell to knees when stepped in small depression on ground.
(420)	2-6	Sumerton	S-j	X-1643-W	8	10	R.D.Phillips	Brakeman	5	Shoved hand through cupola window glass attempting to open a window.
(421)	2-19	Vail	S-g	X-5017-W	54	8	W.L.Wittthopp	Brakeman	45	Lost footing and fell detrainning from locomotive.
(422)	2-29	San Simon	S-e	X-3323-W	44	20	R. C. Schultz	Fireman	14	Struck hand against tool box when lost balance lifting manhole cover on engine tank.
(423)	2-29	Douglas	S-e	964	45	Standing	R.E.L.Fogle	Fireman	15	Caught finger between pinch bar and cross-head of locomotive.
(424)	3-5	Litchfield	S-j	901	63	Standing	D.E.Lewis	Brakeman	4	Fell while walking alongside train account catching foot in bailing wire locomotive derailed track.



(406)	6-26	Tucson	S-d	X-5016-W	70	Standing	W.C.Ritchie	Brakeman	12	Tightening up hand brake on car, brake suddenly released.
(407)	6-30	Vail	S-j	X-5023-W	53	30	R.E.Brannon	Brakeman	5	Flying particle of sand blew into brakeman's eye while on top of train.
(408)	7-11	Naco	S-j	X-5034-W	68	Standing	F.W.Holmes	Sta.Laborer	50	Assisting in closing box car door, caught finger between hook and lever.
(409)	7-19	Wellton	S-j	1-844	57	3	W.A.McNee	Brakeman	30	Air hose blew off tender of engine causing emergency stop throwing brakeman who was on caboose steps against corner of the caboose.
(410)	7-30	Monterey	S-d	X-5027-W	66	4	A.H.Wenthere	Brakeman	4	Claims releasing hand brakes on car with club, brake released suddenly, club jerking from hand striking him on head.
(411)	7-31	Benson	S-c	1-866	65	Standing	C.V.Richardson	Engineer	34	Attempting replace cable on pulley at water column, hand caught under pulley and cable.
(412)	7-31	Astee-Muggins	S-j	1-848	70	25	V. L. Gale	Brakeman	21	Getting down into coke rack, hobo lurched against brakeman, causing him to fall.
(413)	9-27	Casa Grande	S-g	854	70	Standing	T.A.Heldway	Brakeman	19	Turned ankle on slag ballast when getting off car in train.
(414)	9-28	Bisbee Jet.	S-j	962	29	3	W.J.O'Brien	Brakeman	66	Attempting to control movement of two coupled detached cars by manipulating angle cock on one of the cars, when angle cock opened air hose flew up and struck left arm.
(415)	10-10	Yuma	S-g	824	70	Standing	J.A.Birmingham	Investigator	20	Feet slipped off ladder when getting down off car in train.
(416)	10-26	Yuma	S-j	901	58	Standing	W.H.McDowell	Brakeman	31	Feet slipped off pilot beam of engine while removing jack preparatory to returning it to caboose.
(417)	12-24	Kendall	S-g	X-2447-W	54	3	J. C. Jones	Brakeman	6	Fell from trestle when getting off train.
(418)	12-28	Colidge	S-j	903	66	4	R.W.H.Chalmers	Brakeman	6	Claims feet slipped off step of car account step oily.
1933										
YEAR 1936										
(419)	1-21	San Simon	S-j	X-5031-W	66	10	O.H.Hedecaris	Conductor	20	Stumbled and fell to knees when stepped in small depression on ground.
(420)	2-6	Somerton	S-j	1-1643-W	8	10	R.D.Phillips	Brakeman	5	Shoved hand through cupola window glass attempting to open a window.
(421)	2-19	Vail	S-g	X-5017-W	54	8	W.L.Wittkopp	Brakeman	45	Lost footing and fell detraining from locomotive.
(422)	2-29	San Simon	S-c	X-3323-W	44	20	R. C. Schultz	Fireman	14	Struck hand against tool box when lost balance lifting manhole cover on engine tank.
(423)	2-29	Douglas	S-c	964	45	Standing	R.E.L.Fogle	Fireman	15	Caught finger between pinch bar and cross-head of locomotive.
(424)	3-5	Litchfield	S-j	901	63	Standing	D.E.Lewis	Brakeman	4	Fell while walking alongside train account catching feet in bailing wire laying alongside track.
(425)	4-11	Chandler	S-j	X-1835-W	33	Standing	R. Orquidee	X.G.Laborer	4	Caught hand between tie and car while distributing ties from car.
(426)	5-9	Phoenix	S-i	901		Standing	D.B.Ross	Conductor	Killed	Struck and run over while checking train by cut of 18 cars handled by yard engine moving 12 miles per hour.
(427)	6-27	Arisola	S-j	X-3310-W	65	38	G.B.McClellan	Engineer	9	Foreign particle blew in eye.
(428)	7-3	Amole	S-j	5/866	70	20	E. Smith	Fireman	4	Hot sand in eye.
(429)	7-6	Kim	S-j	X-2432-W	65	4	R.W.Barker	Brakeman	56	Thrown in caboose by slack action as train entering siding.
(430)	7-14	Bisbee Jet.	S-d	X-5035-W	60	4	D.W.Richards	Brakeman	20	Strained shoulder releasing hand brake.
(431)	7-15	Astee	S-c	X-3647-W	54	Standing	K. Seale	Fireman	9	Fell from engine tender to ground when spout hook slipped off.
(432)	7-15	Yuma	S-i	X-2518-W	59	8	L.L.Williams	Brakeman	Killed	Struck and run over by his own engine moving on adjacent track.
(433)	8-27	Tucson	S-j	X-5034-W	64	15	A.S.McNeece	Conductor	12	Thrown against rear ladder of caboose when slack ran out as train was stopping.
(434)	10-31	Buchan	S-j	858	57	3	W.T.Williams	Brakeman	20	Thrown against cupola steps by slack action.
(435)	11-7	Tovron	S-g	903	25	8	C.A.Bower	Brakeman	12	Stepped on piece of slag and turned ankle detraining from engine.
(436)	11-7	Tucson	S-j	X-3304-W	35	Standing	G.B.Pray	Conductor	90	Caught hand between car and grab iron crossing over between cars.
(437)	12-4	Picoche	S-j	852	60	10	A.H.Wenthere	Brakeman	15	Claims strained groin regulating vent on car.
(438)	12-6	Yuma	S-c	X-1643-W	None at time	Standing	W.C.Richardson	Fireman	14	Slipped on tool box of engine tank and fell to ground.
(439)	12-23	Clifton	S-g	952	1	Standing	C.A.Allen	Brakeman	10	Stepped on small rock and sprained ankle detraining from car.
(440)	12-23	Deek	S-j	3-904	30	35	J.C.Johnson	Brakeman	4	Foreign particle in eye.

# = caused from sudden stopping, starting, lurch or jerk of car or train.



Sheet 11 of 12 sheets

ITEM NO.	DATE	LOCATION	I.C.C. CLASS	TRAIN NUMBER	NO. CARS IN TRAIN	SPEED M.P.H.	PERSON INJURED		ESTIMATED DISABILITY (days)	DESCRIPTION OF ACCIDENT
							NAME	OCCUPATION		
YEAR 1937										
(441)	1-9	Bowie	#S-J	3-864	63	1	J.J. Ellis	Conductor	5	Thrown against cupola steps when train was stopping.
(442)	1-14	Tucson	S-J	1-845	51	Standing	J.D. Phillips	Brakeman	1	Slipped off edge of car roof to ground.
(443)	1-15	Tucson	S-d	X-3617-E	44	Standing	C.F. Hand	Brakeman	4	Slipped and fell on frosty car roof while releasing hand brake.
(444)	2-6	Yuma	#S-J	X-3313-W	66	5	C.D. Quinn	Brakeman	2	Thrown against rear door of caboose by undesired emergency application of brakes.
(445)	2-19	Katella	S-J	X-3627-E	67	40	E.V. Scott	Brakeman	4	Particle of sand in eye.
(446)	3-1	Montezuma	S-J	901	57	Standing	E.V. Shaw	Conductor	23	Caught finger between piece of freight and door frame.
(447)	3-23	San Simon	S-J	1-866	55	25	E.C. Alexander	Brakeman	20	Fell on slippery load of piling.
(448)	4-11	Globe	S-d	X-2583-E	21	Standing	R.D. Ball	Brakeman	30	Back of hand struck by brake club while releasing hand brake.
(449)	4-12	Calumet	S-J	X-3305-W	61	4	C.W. Birks	Brakeman	4	Thrown against end ladder by sudden stop during switching move.
(450)	4-16	Tucson	S-d	X-3301-W	60	Standing	H.P. Likes, Jr.	Brakeman	3-1/2	Lost balance and fell to ground releasing hand brake.
(451)	5-10	Picacho	S-J	X-2432-E	41	15	Mrs. J.E. Godwin	Telegrph.	9	Foreign particle in eye while handling up orders to train.
(452)	5-17	Blaisdell	S-J	4-841	50	Standing	A.J. Brown	Brakeman	7	Stepped on small rock and sprained ankle.
(453)	5-22	Bosque	S-J	1-843	62	25	E. Bradley	Brakeman	30	Fell from moving train.
(454)	6-17	Picacho	#S-J	4-856	68	10	F.H. Bearse	Brakeman	4	Fell from steps of caboose when slack ran out.
(455)	6-20	Picacho	SC	3-856	60	Standing	J.W. Hickey	Fireman	25	Burned feet by spilling hot compound.
(456)	6-26	Bowie	S-J	X-5042-W	59	10	W.A. Moores	Conductor	30	Fell from top of car in moving train.
(457)	7-5	Jaynes	#S-J	X-5022-W	65	35	V.R. Murray	Brakeman	4	Thrown against inside frame of cupola by undesired emergency.
(458)	7-11	Red Rock	S-J	903	50	40	H.S. Thompson	Brakeman	Killed	Fell from top of moving train.
(459)	7-21	Gila	S-g	856	53	8	C.A. Boyd, Jr.	Brakeman	14	Stepped on rock and sprained ankle detraining from caboose.
(460)	7-27	Atlatoc	S-g	X-2837-E	67	10	G.R. Tinsley	Brakeman	14	Slipped on small rock and fell spraining arm and shoulder when boarding caboose.
(461)	8-22	Dale	S-J	901	67	12	C.L. Cain	Conductor	9	Fell from car to ground when back wheel unexpectedly released due to defect.
(462)	9-3	Wohawk	S-J	X-3372-W	65	35	C.W. Sellers	Fireman	4	Hot sand in eye.
(463)	10-12	Litchfield	S-J	X-1833-W	5	1	H.W. Holley	Brakeman	30	Stepped off end of car and fell to ground.
(464)	10-12	Tarone	S-J	3-841	47	Standing	T.W. Pettie	Conductor	2	Finger caught between brake club and truck frame while wiring up brake beam.
(465)	10-16	Kellton	S-J	902	61	Standing	F.E. Gray	Brakeman	5	Foot struck by rebounding running board.
(466)	10-21	Yuma	#S-J	X-5025-E	12	12	O.C. Klaus W.M. Hausman	Conductor Brakeman	50 Permanent	Thrown in caboose on account of undesired emergency as train was being brought to a stop.
(467)	11-3	Fairbank	S-J	941	10	Standing	S.W. Shockley	Conductor	42	Lost balance and fell from top of a water car to ground.
(468)	11-8	Benson	S-g	1-866	69	15	F.W. Killmer	Conductor	30	Stumbled and fell on highway crossing detraining from caboose.
(469)	11-9	Globe	S-d	X-2757-E	10	Standing	C.L. Bishop	Brakeman	30	Struck by flying brake club while releasing hand brake.
(470)	11-10	Coolidge	S-J	X-1825-W	11	8	R.E. Kelly	Brakeman	50	Thrown to ground from caboose when it made hard coupling with standing cars.
(471)	11-30	Torta	S-J	X-3301-E	30	18	D.W. Richards	Brakeman	4	Foreign object in eye.
(472)	12-15	Benson	#S-J	X-5009-W	66	15	A.P. Reirce, T.E. Nolen	Brakeman Brakeman	14 19	Trainman thrown in caboose by sudden stop caused by train parting due to defective draw bar.
(473)	12-24	Tucson	#S-J	X-5026-W	70	8	B.F. VanHorn	Conductor	40	Thrown from side of car when train backing up broke back two.

YEAR 1937

(457)	7-5	Jaynes	S-J	X-5022-W	65	35	V.R.Murray	Brakeman	4	Thrown against inside frame of cupola by undetected emergency.
(458)	7-5	Red Rock	S-J	903	50	40	M.S.Thompson	Brakeman	Killed	Fell from top of moving train.
(459)	7-21	Gila	S-g	856	53	8	C.A.Boyd, Jr.	Brakeman	14	Stepped on rock and sprained ankle detrainning from caboose.
(460)	7-21	Atasc	S-g	X-2837-W	67	10	G.R.Tinsley	Brakeman	14	Slipped on small rock and fell spraining arm and shoulder when boarding caboose.
(461)	8-22	Dialo	S-J	901	67	12	C.L.Cain	Conductor	9	Fell from car to ground when brake wheel unexpectedly released due to defect.
(462)	9-3	Mohawk	S-J	X-3322-W	65	35	C.H.Sellers	Fireman	4	Hot head in eye.
(463)	10-12	Litchfield	S-J	X-1833-W	5	1	H.W.Molley	Brakeman	30	Stopped off end of car and fell to ground.
(464)	10-12	Tacna	S-J	3-841	47	Standing	E.W.Pattis	Conductor	6	Finger caught between brake club and truck frame while wiring up brake beam.
(465)	10-16	Wellton	S-J	902	67	Standing	F.D.Gray	Brakeman	5	Foot struck by rebounding running board.
(466)	10-21	Yuma	S-J	X-5025-W	127	12	O.C.Klaus W.H.Hausman	Conductor Brakeman	50 Permanent	Thrown in caboose on account of undetected emergency as train was being brought to a stop.
(467)	11-3	Fairbank	S-J	941	10	Standing	S.W.Shockley	Conductor	42	Lost balance and fell from top of a water car to ground.
(468)	11-8	Benson	S-g	1-866	69	15	F.W.Killmer	Conductor	30	Stumbled and fell on highway crossing detrainning from caboose.
(469)	11-9	Globe	S-d	X-2757-W	10	Standing	C.L.Bishop	Brakeman	30	Struck by flying brake club while releasing hand brake.
(470)	11-10	Coolidge	S-J	X-1825-W	11	8	R.E.Kelly	Brakeman	30	Thrown to ground from caboose when it made hard coupling with standing cars.
(471)	11-30	Corte	S-J	X-3301-W	30	18	D.W.Richards	Brakeman	4	Foreign object in eye.
(472)	12-15	Benson	S-J	X-5009-W	66	15	A.P.Pelice V.E.Nolan	Brakeman Brakeman	14 19	Trainmen thrown in caboose by sudden stop caused by train setting due to defective draw bar.
(473)	12-24	Tucson	S-J	X-5026-W	70	8	B.F.VanHorn	Conductor	40	Thrown from side of car when train backing up broke in two.
1938										
YEAR 1938										
(474)	1-15	Nogales	S-d	871	45	Standing	A.H.Weathers	Brakeman	30	Stranded arm when hand brake released unexpectedly.
(475)	1-28	Clifton	S-g	952	5	4	J.F.Hickman	Conductor	10	Thrown to ground account failure to clear when detrainning from car.
(476)	2-20	Piedra	S-J	X-3813-W	66	Standing	V.J.Krupp	Brakeman	30	Caught finger between chain hook and draw of arch bar truck.
(477)	2-23	Somerton	S-g	X-1624-W	11	8	W.J.Bernard	Brakeman	40	Slipped on gravel and fell detrainning from caboose.
(478)	2-24	Picacho	S-J	X-3618-W	65	35	W.C.Ritchie	Brakeman	Killed	Fell from gangway of engine.
(479)	3-29	Yuma	S-1	X-1721-W	48	Standing	W.A.Franke	Conductor	Disc	Struck and run over by car handles by yard engine.
(480)	4-3	Marque	S-J	902	45	4	W.E.McCullar	Brakeman	14	Slipped on piece of slag running to truck switch.
(481)	6-13	Tucson	C-h	X-3613-W	65	3	C.A.Bruce	Conductor	7	Two cars uncontrolled, in switching movement collided with rear of train as it was leaving yard.
(482)	6-17	Mescal	S-J	3-866	68	3	L.E.Brown	Brakeman	7	Thrown against end ladder of caboose by slack action during back-up movement of train.
(483)	6-22	Gila	S-J	X-3636-W	70	8	G.O.Brookmiller	Conductor	8	Flying particle entered eye.
(484)	7-2	Yuma	S-J	2-842	70	Standing	C.Bryan	Conductor	8	Stepped on some object on ground and turned ankle.
(485)	7-3	Douglas	S-g	X-5000-W	50	10	F.J.Savage	Brakeman	65	Stumbled and fell detrainning from car.
(486)	7-11	Forrest	S-J	962	67	Standing	A.A.Cranshaw	Brakeman	4	Fell from caboose platform to ground while detrainning from car.
(487)	7-30	Tucson	S-d	962	24	Standing	W.F.Kelley	Brakeman	Disc	Fell from car to ground when struck by brake club as hand brake released unexpectedly.
(488)	8-5	Mohawk	S-d	X-3612-W	66	35	A.V.Reaman	Conductor	6	Thrown in caboose by sudden stop due to permit out of scale car left ahead of caboose.
(489)	8-19	Casa Grande	S-e	1-852	67	Standing	E.Nail	Brakeman	5	Sprained shoulder when switch as struck in force.
(490)	10-3	Dragon	S-e	Frt. Helper	None at time	Standing	G.J.Darvey	Fireman	14	Strained elbow jamming switch.
(491)	10-9	Willcox	S-J	4-845	47	Standing	J.P.Hendrix	Conductor	30	Slipped and fell on slag pile while working alongside train.
(492)	10-27	Yuma	S-e	2-842	68	Standing	E.P.Taylor	Fireman	0	Fell from front end of locomotive while putting up instructions.
(493)	12-18	Bowie	S-d	X-5006-W	64	4	H.Showers	Brakeman	23	Strained back when hand brake released unexpectedly.

# = caused from sudden stopping, starting, lurch or jerk of car or train

Sheet 12 of 12 sheets

ITEM NO.	DATE	LOCATION	I.C.C. CLASS	TRAIN NUMBER	NO. CARS IN TRAIN	SPEED M.P.H.	PERSON INJURED		ESTIMATED DISABILITY (Days)	DESCRIPTION OF ACCIDENT
							NAME	OCCUPATION		
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	
1939										
(494)	2-2	Tucson	S-c	Detached engine	None	Standing	H. M. Flais	Fireman	30	Twisted wrist when wrench slipped replacing plug in blow-off cock.
(495)	2-19	Maricopa	S-c	1-856	62	Standing	H. S. Hall	Fireman	30	Fell off engine tender to ground while taking water.
(496)	3-4	Centilla	S-j	X-3634-W	66	40	T. P. King	Brakeman	30	Fell from gangway of engine to ground.
(497)	3-17	Ochoa	S-j	1-864	61	20	W.H. McDowell	Brakeman	6	Slipped and fell stepping from low to high car while walking over train.
(498)	3-28	Ft. Huachuca	S-d	942	10	Standing	C. R. Evans	Brakeman	14	Lost balance while setting hand brake and fell against ties loaded on flat car.
(499)	3-30	Thema	S-u	X-3643-W	64	1	C.L. Mathews	Brakeman	21	Claims pin dropped and caught hand when adjusting knuckle on car.
(500)	4-4	Mesa	S-d	X-3611-W	70	Standing	H. E. Birch	Brakeman	60	Fell from top of car to ground while preparing to set hand brake.
(501)	5-9	Torrer	S-g	X-17524E	7	Standing	R. E. Kelly	Brakeman	7	Sprained ankle when stepped on loose rock alighting from caboose.
(502)	6-2	Montrose	S-g	X-3743-W	65	8	O.H. Smyth	Brakeman	21	Sprained right knee when stepped in hole attempting to board engine.
(503)	6-2	Mescal-Benson	#S-j	2-864	69	Unknown	P.B. Austin	Bus. Car Chief	20	Claimed that jerk of train threw him against range oven door.
(504)	6-28	Wellton	S-j	902	53	1	L.W. Milligan	Brakeman	Killed	Fell between moving cars and run over during switching move.
(505)	7-22	Sentinel	S-g	3-842	70	1	A. J. Brown	Brakeman	10	Turned ankle on slag ballast when boarding car in train.
(506)	7-23	Bowie	#S-j	X-5003-W	70	1	O. C. Boone	Brakeman	180	Claims that as train started slack action or jerk of train caused him to fall from car to ground.
(507)	7-30	Arlington	#S-j	902	59	Unknown	R. A. Green	Brakeman	30	Either thrown or fell down in caboose.
(508)	7-31	San Luis	S-g	X-3406-E	20	10	Jack Gray	Brakeman	15	While attempting to board engine, slipped on wet ground and fell against engine.
(509)	8-11	Manah	#S-j	X-3617-W	70	4	I. C. Allen	Conductor	45	Thrown in caboose when engineer made quick stop to avoid running through switch.
(510)	10-16	Fortum	S-j	X-3617-E	38	Standing	A. Palasio	Sec. laborer	14	Caught finger in dump car door.
(511)	10-17	Mesa	#S-j	962	51	8	F. A. Lassen	Brakeman	10	Thrown against car when adjustment of slack occurred backing 20 cars to coupling with train standing on main track.
(512)	10-27	Gila	S-c	1-854	68	20	F. C. Welch	Fireman	14	Fell against front of engine tender while sanding flues.
(513)	11-7	Ft. Huachuca	S-d	943	4	Standing	I. L. Bell	Conductor	180	Fell from top of car to ground apparently while operating hand brake.

# = caused from sudden stopping, starting, lurch or jerk of car or train



SOUTHERN PACIFIC COMPANY  
(Pacific Lines)

DETAIL OF CASUALTIES TO ALL CLASSES OF EMPLOYEES ON DUTY, SUSTAINED IN TRAIN AND TRAIN SERVICE ACCIDENTS  
ROAD FREIGHT TRAIN OPERATION  
REPORTABLE TO THE INTERSTATE COMMERCE COMMISSION

## STATE OF ARIZONA

ITEM NO.	DATE	LOCATION	I.C.C. CLASS	TRAIN NUMBER	NO. CARS IN TRAIN	SPEED M.P.H.	PERSON INJURED		ESTIMATED DISABILITY (DAYS)	DESCRIPTION OF ACCIDENT
							NAME	OCCUPATION		
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	
1940										
YEAR 1940										
514	2-23	Tucson	S-d	X-3643-W	60	Standing	W.R.Eaton	Brakeman	21	Fell from top of standing car apparently when setting hand brake.
515	3-16	Dragoon	S-J	2-862	70	3	W.C.Alexander	Brakeman	45	Brakeman on top of caboose injured when train made rough coupling to caboose.
516	4-4	Dixie	S-g	901	67	Standing	J.C.Slade	Brakeman	25	Stepped on slag and turned ankle getting off standing car.
517	4-11	Lenora	S-g	1-866	64	Standing	W.G.Old	Brakeman	5	Turned and sprained ankle on loose slag when alighting from caboose.
518	4-12	Gila	S-g	X-3714-W	91	8	G.M.Barringer	Brakeman	60	Fell across rail when stepped on slag ballast alighting from caboose which was detached from train and being handled along by engine.
519	5-3	Wynola	S-J	904	47	6	J.S.Hardwicke	Brakeman	20	Claims fell over piece of slag or rock while running to get on caboose striking knee on tie.
520	5-14	Bowie	S-g	2-866	69	2	J.K.Bragg	Brakeman	6	When alighting from engine stepped on piece of slag, turned ankle.
521	5-28	Fort Huachuca	S-d	943	7	Standing	C.C.Bratton	Brakeman	30	Struck by ratchet brake lever handle when hand brake suddenly released.
522	6-3	Red Rock	#S-J	X-3663-W	56	8	W.H.Gladden	Conductor	6	Slack action in train injured conductor on rear platform of caboose.
523	6-6	Red Rock	S-J	904	35	Standing	C.R.McGowan	Fireman	10	When shoving water spout into manhole on tank, foot slipped in between boards.
524	6-15	Gila	S-J	X-3742-W	63	8	T.O.Lowe	Brakeman	90	Fell from top of car in switching movement.
525	6-22	Yuma	S-J	3-841	66	8	D.R.Mills	Brakeman	60	Leg caught between cab and tender.
526	7-17	Benson	S-g	3-866	55	Standing	J.Gray	Brakeman	14	Stepped on piece of broken glass bottle alighting from engine.
527	9-17	Tucson	S-J	2-864	70	Standing	H.M.Riesgo	Car Inspr	14	Struck by hatch plug which dropped off of top of car.
528	10-23	Cashion	S-g	901	68	4	J.W.Vance	Brakeman	4	Jumped from side of car as it went over derail.
529	11-8	Tanque	S-J	883	49	Standing	J.F.Stubblefield	Fireman	5	Missed step and fell against footboard of tender.
530	11-10	Packeye	S-J	901	37	Standing	C.C.Pennington	Conductor	15	Heavy crate on truck became unbalanced and fell against man wheeling truck.
531	12-23	Fairbank	S-J	964	69	5	H.I.Schetter	Brakeman	5	Stepped in opening between running boards of engine tender.

# = caused from sudden stopping, starting, lurch, or jerk of car or train

**Defendant's Exhibit No. 275 (Witness J.J. Sullivan)**  
**Feb. 6, 1941**

**SOUTHERN PACIFIC COMPANY**  
**(Pacific Lines)**

DETAIL OF CASUALTIES TO ALL CLASSES OF EMPLOYEES ON DUTY, SUSTAINED IN TRAIN AND TRAIN SERVICE ACCIDENTS,  
 ROAD FREIGHT TRAIN OPERATION  
 REPORTABLE TO THE INTERSTATE COMMERCE COMMISSION  
 YEARS 1923 TO 1939 INCLUSIVE

**STATE OF NEVADA**

ITEM NO.	DATE	LOCATION	I.C.C. CLASS	TRAIN NUMBER	NO. CARS IN TRAIN	SPEED M.P.H.	PERSON INJURED		ESTIMATED DISABILITY (Days)	DESCRIPTION OF ACCIDENT
							NAME	OCCUPATION		
	1923							YEAR 1923		
(1)	1-24	Oreana	S-J	X-2707-W	54	Standing	J. S. Regan	Brakeman	4	Bar slipped and struck eye while jacking down car.
(2)	2-2	Big Canyon	S-g	183	25	10	C. J. Baker	Brakeman	10	Slipped and strained arm getting on caboose.
(3)	3-6	Elkura	#S-J	X-2793-W	50	1 to 2	H. R. Lloyd	Brakeman	5	Engineer applied brakes in emergency to avoid running over derail, run-in of slack threw brakeman against end of caboose.
(4)	3-13	Levelock	#S-J	280	53	8	F. E. B. Gates	Conductor	15	Engine parted from train, sudden stop threw conductor to floor of caboose.
(5)	3-15	Carlin	S-b	X-2831-W	15	Just moved	G. E. Long	Car Inspr	60	Road engine and 2 cars coupled to train, ran over feet of car-inspector coupling air hose.
(6)	5-7	Montello	S-d	X-2546-W	2	4	H. King	Brakeman	21	Sudden stop while setting handbrakes when cars coupled to others, caused him to fall to ground.
(7)	6-17	Derby	S-J	X-2829-E	20	Standing	J. F. May	Brakeman	5	Fell from platform while trucking freight.
(8)	7-8	Granite Point	#S-b	X-2577-W	85	3	G. W. Roberts	Brakeman	15	Sudden stop due to undesired emergency threw brakeman against cupola window.
(9)	7-10	Wells	S-g	3-276	69	6	D. W. Tanner	Brakeman	6	Stepped in hole alighting from train.
(10)	7-12	Vista	S-J	X-1795-E	30	Standing	C. J. Baker	Brakeman	5	Struck by piece of wood to which train orders were attached.
(11)	7-12	Mosel	#S-J	X-2836-W	85	15	C. B. Hill	Brakeman	8	Sudden stop due to undesired emergency, threw brakeman against cupola of caboose.
(12)	7-23	Parran	S-J	X-2565-W	48	Standing	R. Dulgar	Brakeman	14	Stepped on rock or in hole and fell.
(13)	8-4	Oreana	S-J	X-2595-W	56	8	A. W. Parker	Brakeman	15	Fell from train when struck by rock thrown by trespasser.
(14)	8-10	Montal	S-J	1-288	1	4	D. J. Antista	Brakeman	30	Foot caught between engine step and pair of wheels.
(15)	8-19	Malay	C-h	X-2783	1	7 to 10	A. C. Bailey W. A. Truesdale	Conductor Brakeman	30 20	Engine collided with caboose while switching.
(16)	8-21	Thibe	S-c	1-276	55	30	W. E. McCall	Engineer	9	Foot caught between reverse lever and foot rest.
(17)	8-21	Elko	S-d	X-1752-W	20	Standing	J. H. Rothlis	Brakeman	8	Lost balance and fell to ground while releasing hand brake.
(18)	8-24	Hazen	S-g	X-2534-E	42	2	E. L. Kelly	Brakeman	10	Slipped and fell to ground getting off car.
(19)	9-1	Conus	S-i	X-2535-W	47	30	J. Gonzales	Sec. Lab.	20	Struck by train.
(20)	9-13	Moer	#S-J	X-3200-W	49	3	C. A. Johnson	Brakeman	15	Train parted due to knuckle breaking on first car; sudden stop threw brakeman against cupola steps.
(21)	9-25	Elko	#S-J	X-3222-W	50	3 to 4	F. C. Snooks	Conductor	30	Emergency application of brakes by engineer due to switch not opening.



(5)	3-15	Carlisle	S-b	X-2831-W	75	Just moved	G. E. Long	Car Inspr	60	engine parted from train, sudden stop threw conductor to floor of caboose.
(6)	5-7	Montello	S-d	X-2546-W	2	4	E. King	Brakeman	21	head engine and 2 cars coupled to train, ran over foot of car-inspector coupling air hose.
(7)	6-17	Dorby	S-j	X-2829-E	20	Standing	J. F. May	Brakeman	5	Sudden stop while setting hand brakes when cars coupled to others, caused him to fall to ground.
(8)	7-8	Granite Point	#S-b	X-2577-W	85	3	G. W. Roberts	Brakeman	15	Fell from platform while trucking freight.
(9)	7-10	Wells	S-g	3-276	69	6	D. W. Tanner	Brakeman	6	Sudden stop due to undesired emergency threw brakeman against cupola window.
(10)	7-12	Vista	S-j	X-1795-E	30	Standing	C. J. Baker	Brakeman	5	Stepped in hole alighting from train.
(11)	7-12	Neal	#S-j	X-2836-W	85	15	C. B. Hill	Brakeman	8	Struck by piece of wood to which train orders were attached.
(12)	7-23	Pyrron	S-j	X-2565-W	48	Standing	R. Dalgar	Brakeman	14	Sudden stop due to undesired emergency, threw brakeman against cupola of caboose.
(13)	8-4	Oreana	S-j	X-2595-W	56	8	A. W. Parker	Brakeman	15	Stepped on rock or in hole and fell.
(14)	8-10	Montel	S-j	1-280	1	4	D. J. Antista	Brakeman	30	Fell from train when struck by rock thrown by trespasser.
(15)	8-19	Malay	C-h	X-2783	1	7 to 10	A. C. Bailey W. A. Truesdale	Conductor Brakeman	30 20	Foot caught between engine step and pair of wheels.
(16)	8-21	Thiabe	S-c	1-276	55	30	W. E. Edsall	Engineer	9	Engine collided with caboose while switching.
(17)	8-21	Elko	S-d	X-1752-W	20	Standing	J. H. Rothlis	Brakeman	8	Foot caught between reverse lever and foot rest.
(18)	8-24	Hazen	S-g	X-2534-E	42	2	E. L. Kelly	Brakeman	10	Lost balance and fell to ground while releasing hand brake.
(19)	9-1	Conna	S-1	X-2535-W	47	30	J. Gonzales	Sec. Lab.	20	Slipped and fell to ground getting off car.
(20)	9-13	Neer	#S-j	X-3200-W	49	3	C. A. Johnson	Brakeman	15	Struck by train.
(21)	9-25	Elko	#S-j	X-3222-W	50	1 to 4	F. C. Sneeks O. G. Turner	Conductor Brakeman	30 7	Train parted due to knuckle breaking on first car; sudden stop threw brakeman against cupola steps.
(22)	9-27	Ladoga	S-c	X-2518-W	49	Standing	H. L. Herstine	Fireman	6	Emergency application of brakes by engineer due to switch not properly lined, threw conductor and brakeman to floor of caboose.
(23)	9-29	Montello	S-j	X-2520-W	48	Standing	R. E. Vanouse	Brakeman	30	Slipped and fell from running board of engine.
(24)	10-1	Montello	#S-j	262	72	6	J. F. Critchlow	Conductor	6	Slipped and fell from standing car.
(25)	10-6	Carlisle	#S-j	X-3203-W	69	6	L. A. Woods	Brakeman	6	Train parted due to trespasser stepping on cutting lever, sixth car from engine, conductor thrown against caboose stove.
(26)	10-6	Hazen	#S-j	1-280	55	15	H. E. Miner	Brakeman	14	Sudden stop due to undesired emergency threw brakeman against cupola window.
(27)	10-7	Sparks	#S-j	X-2468	54	6 to 8	G. Holly B. A. Garrett	Conductor Brakeman	11 8	Fell from cupola to floor of caboose due to slack action of train, service application by engineer.
(28)	10-15	Carlisle	#S-j	2-280	50	2 to 3	S. W. McElhanney	Brakeman	5	Conductor thrown against grab iron of caboose and brakeman thrown to floor when engineer made emergency application to avoid collision with standing cars.
(29)	10-17	Montello	S-d	X-3209-W	45	Standing	R. J. Morron	Brakeman	5	Sudden stop due to undesired emergency, threw brakeman against cupola steps.
(30)	10-28	Malay	S-a	X-2565-W	5	4 to 5	M. Smith	Brakeman	10	Slipped and fell from car while setting hand brake.
(31)	10-29	Carlisle	S-c	X-2540	None at time	Standing	R. E. Harmon	Engineer	10	Struck knee while uncoupling caboose.
(32)	10-30	Nardi	S-g	X-3236-W	46	8	D. F. Ball	Brakeman	10	Burned by hot water from squirt hose.
(33)	11-1	Neer	#S-j	2-280	52	20	E. E. Neal	Brakeman	12	Fell getting off caboose to line switch.
(34)	11-10	Hafed	S-g	1-262	55	Standing	C. R. Harris	Brakeman	10	Sudden stop as train was being stopped to enter siding, threw brakeman against hand-hold of caboose.
(35)	11-15	Halleck	S-j	X-3231-W	61	Standing	E. E. Neal	Brakeman	10	Slipped and fell getting off car.
(36)	11-15	Cain	#S-j	1-280	50	4	E. L. Kelly	Brakeman	4	Hand caught between wrecking frog and pin lifter on engine.
										Brakeman struck by dislodged stationary cabinet when engineer applied brakes in emergency to avoid running through switch.

# = caused from sudden stopping, starting, lurch, or jerk of car or train.



Sheet 2 of 7 sheets.

Sheet 2 of 7 sheets.

	DATE (1)	LOCATION (2)	I.C.C. CLASS (3)	TRAIN NUMBER (4)	NO. CARS IN TRAIN (5)	SPEED M.P.H. (6)	PERSON INJURED		ESTIMATED DISABILITY (Days) (9)	DESCRIPTION OF ACCIDENT (10)
							NAME (7)	OCCUPATION (8)		
1923										
YEAR 1923 (CONT. DRUNK)										
(37)	11-16	Elko	S-J	316	12	Standing	D. L. Bishop	Brakeman	5	Empty oil drum fell on foot.
(38)	11-25	Cobra	S-g	1-280	52	6	L. D. Harvey	Brakeman	15	Stepped on rock and turned ankle alighting from train.
(39)	11-30	Vivian	#A-b	X-2520-W	85	10	A. E. Higham S. C. Behan J. S. Cosgraw	Conductor Brakeman Brakeman	10 4 8	Train parted due to coupler pulling out of engine tender. Sudden stop threw trainmen down in caboose.
(40)	12-4	Carlin	S-J	X-2516-W	75	Standing	W. A. Edwards	Brakeman	15	Ran into post enroute to storeroom.
(41)	12-10	Elko	S-b	1-262	55	Standing	C. E. Jacobs	Brakeman	20	Slipped and fell while attempting to turn angle cock.
(42)	12-19	Hayden	S-J	X-2524-W	11	2 to 5	J. F. May	Brakeman	Killed	Fell from top of car and run over during switching move.
(43)	12-21	Coin	S-J	X-3203-W	28	30	E. J. Gibson	Brakeman	30	Struck on arm by some object getting out of cupola.
(44)	12-29	Montello	S-d	X-3201-W	49	4	C. G. Freese	Brakeman	10	Slipped and fell while setting hand brake.
1924										
YEAR 1924										
(45)	1-23	Montello	S-g	X-2525-W	50	3	J. J. Vandermark	Brakeman	5	Turned ankle alighting from engine.
(46)	1-25	Sparks	S-g	X-2829-W	15	Standing	G. Smith	Brakeman	4	Turned ankle alighting from car.
(47)	2-16	Malay	S-i	1-280	4	6	F. M. Dillow	Brakeman	4	Struck by engine of passenger train No. 1.
(48)	3-4	Ladoga	S-g	X-2527-W	62	Standing	W. W. Powers	Conductor	15	Slipped and fell alighting from caboose.
(49)	3-17	Montello	S-g	276	76	6	W. Todd	Brakeman	6	Slipped and fell alighting from train.
(50)	4-20	Moor.	#B-J	278	75	5 to 6	A. A. Stead	Brakeman	10	Sudden stop caused by trespasser stepping on cutting lever, thirtieth car from engine, threw brakeman to floor of caboose.
(51)	5-5	Winnemucca	S-e	X-1795-W	None at time	Standing	H. E. Malone	Brakeman	10	Finger caught in hook of switch.
(52)	5-7	Elburn	#B-J	X-2755-W	76	4 to 5	A. A. Thomas	Conductor	10	Sudden stop due to undesired emergency, threw conductor against end of caboose.
(53)	6-11	Sparks	S-J	184	25	Standing	H. C. Sullivan	Brakeman	15	Slipped and fell while stepping from one car to another.
(54)	6-18	Sparks	S-e	X-4015-W	48	Standing	J. C. Keegel	Engineer	Died	Bonnet came out of main pump throttle valve scalding engineer.
(55)	7-5	Mallock	S-J	2-276	66	6	C. G. Freese	Brakeman	20	Slipped and fell while passing over train.
(56)	7-20	Tecoma	C-h	X-3202-W	94	8 to 12	B. Stockham	Brakeman	10	Engine shoving 44 cars collided with standing cut of cars on branch.
(57)	7-27	Rusid	S-J	X-3210-W	95	Standing	C. L. Bunnell	Fireman	10	Stepped in hole while walking to throw switch.
(58)	8-8	Wese	#B-J	X-2525-W	39	5	L. D. Harvey	Brakeman	5	Engineer applied brakes in emergency, throwing brakeman against side of caboose.
(59)	8-11	Carlin	S-g	2-258	74	10 to 15	O. O. Turner	Brakeman	4	Fell alighting from train.
(60)	8-29	Carlin	S-g	3-272	72	10	T. Kenny	Conductor	15	Fell while getting on caboose.
(61)	8-29	Vivian	#B-J	X-3236-W	100	25	A. A. Stead	Brakeman	10	Sudden stopped caused by undesired emergency, threw brakeman against indicator box in caboose cupola.
(62)	9-6	Penelon	S-g	X-3233-W	100	Standing	I. E. Fowler	Fireman	6	Slipped and fell getting down from engine.
(63)	9-6	Penelon	#B-J	X-3204-W	100	15 to 20	G. Harston	Brakeman	11	Engineer made quick stop to avoid overrunning switch, throwing brakeman against cupola window.

(46)	1-25	Sparks	S-g	X-2829-W	15	Standing	G. Smith	Brakeman	4	Turned ankle alighting from car.
(47)	2-16	Imley	S-l	1-280	4	6	F. M. Dillow	Brakeman	4	Struck by engine of passenger train No. 1.
(48)	3-4	Ladoga	S-g	X-2527-W	62	Standing	W. W. Powers	Conductor	15	Slipped and fell alighting from caboose.
(49)	3-17	Montello	S-g	276	76	6	W. Todd	Brakeman	6	Slipped and fell alighting from train.
(50)	4-20	Moor	#S-J	278	75	5 to 6	A. A. Steed	Brakeman	10	Sudden stop caused by trespasser stepping on cutting lever, thirtieth car from engine, threw brakeman to floor of caboose.
(51)	5-5	Winnamucca	S-o	X-1795-W	None at time	Standing	H. E. Malone	Brakeman	10	Finger caught in hook of switch.
(52)	5-7	Elburn	#S-J	X-2755-W	76	4 to 5	A. A. Thomas	Conductor	10	Sudden stop due to undesired emergency, threw conductor against end of caboose.
(53)	6-11	Sparks	S-J	184	25	Standing	H. C. Sullivan	Brakeman	15	Slipped and fell while stepping from one car to another.
(54)	6-18	Sparks	S-o	X-4015-W	48	Standing	J. C. Keegel	Engineer	Died	Bonnet came out of main pump throttle valve scalding engineer.
(55)	7-5	Halleck	S-J	2-276	66	6	C. G. Fresse	Brakeman	20	Slipped and fell while passing over train.
(56)	7-20	Tecoma	C-h	X-3202-W	94	8 to 12	B. Stockham	Brakeman	10	Engine shoving 44 cars collided with standing out of cars on branch.
(57)	7-27	Rosid	S-J	X-3210-W	95	Standing	C. L. Bunnell	Fireman	10	Stepped in hole while walking to throw switch.
(58)	8-8	Wese	#S-J	X-2525-W	39	5	L. D. Harvey	Brakeman	5	Engineer applied brakes in emergency, throwing brakeman against side of caboose.
(59)	8-11	Carlin	S-g	2-258	74	10 to 15	O. O. Turner	Brakeman	4	Fell alighting from train.
(60)	8-29	Carlin	S-g	3-272	72	10	T. Kenny	Conductor	15	Fell while getting on caboose.
(61)	8-29	Vivian	#S-J	X-3236-W	100	25	A. A. Steed	Brakeman	10	Sudden stopped caused by undesired emergency, threw brakeman against indicator box in caboose cupola.
(62)	9-6	Fenelon	S-g	X-3233-W	100	Standing	I. E. Fowler	Fireman	6	Slipped and fell getting down from engine.
(63)	9-6	Fenelon	#S-J	X-3204-W	100	15 to 20	G. Marston	Brakeman	11	Engineer made quick stop to avoid overrunning switch, throwing brakeman against cupola window.
(64)	9-17	Parran	S-g	X-2784-W	50	Standing	H. C. Collins	Brakeman	20	Slipped when alighting from engine to throw switch.
(65)	9-25	Carlin	#S-J	1-276	60	7 to 8	J. S. Cosgrave	Brakeman	15	Sudden stop due to undesired emergency, threw brakeman against caboose door.
(66)	9-28	Carlin	S-g	1-280	54	4 to 7	I. Fredrickson	Car Rep.	30	Slipped and fell under wheels attempting to board train.
(67)	10-5	Rosen	S-g	1-272	54	15	H. H. Smith	Brakeman	Killed	Attempted to get on 4th car from engine and fell under train.
(68)	10-11	Clark	S-g	4-280	54	10	O. H. Giese	Conductor	15	Slipped and struck head against corner of caboose.
(69)	10-14	Kedak	S-o	X-2535-W	None at time	Standing	D. P. McCaully	Fireman	26	Slipped and sprained ankle climbing down into cab after taking water.
(70)	10-21	Elko	S-J	X-3205-W	48	8	G. C. Finley	Brakeman	Killed	Fell from top of train.
(71)	11-8	Huxley	S-J	1-272	60	25	E. B. Bates	Trn-rider	Killed	Fell from train and run over.
(72)	11-26	Carlin	#S-J	X-2819-W	56	15 to 20	H. B. McMullen H. Jealyn	Brakeman Brakeman	30 20	Train parted between engine and first car. Sudden stop threw one brakeman to floor of caboose and the other against caboose door.
(73)	12-6	Wells	S-g	X-3207-W	53	Standing	B. J. Cunningham	Brakeman	9	Stepped on rock when alighting from train.
1925										
YEAR 1925										
(74)	1-14	Elburn	S-g	X-3212-W	65	Standing	J. B. Harberger	Brakeman	28	Stepped on rock alighting from train.
(75)	2-27	Montello	S-l	X-3205-W	4	2	F. C. Smocks	Conductor	148	Fell from car and run over.
(76)	4-6	Proble	S-g	X-1750-W	25	10	W. H. Johnston	Brakeman	24	Fell alighting from train.
(77)	4-12	Montello	S-J	258	94	Standing	C. F. Cook	Brakeman	15	Fell from car to ground.
(78)	4-28	Sparks	S-J	X-4032-S	18	Standing	A. Parker	Brakeman	10	Stepped on piece of wood and sprained ankle.

#- caused from sudden stopping, starting, lurch, or jerk of car or train.



Sheet 3 of 7 sheets.

	DATE	LOCATION	I.C.C. CLASS	TRAIN NUMBER	NO. CARS IN TRAIN	SPEED M.P.H.	PERSON INJURED		ESTIMATED DISABILITY (Days)	DESCRIPTION OF ACCIDENT
							NAME	OCCUPATION		
	1925									
							YEAR 1925 (CONTINUED)			
(79)	6-3	Parran	S-1	X-2774-W	78	Standing	H. C. Reichheimer	Brakeman	45	Too close to main track and struck by passenger train.
(80)	6-7	Deeth	#S-J	X-3204-W	90	35	J. J. Schorr	Brakeman	10	Airhose uncoupled between engine and first car and sudden stop threw brakeman who was on top of caboose over cupola.
(81)	6-10	Cobre	S-g	X-3204-W	75	6 to 7	G. J. Wood	Brakeman	4	Struck knee boarding train.
(82)	6-16	Reno	S-J	L-4024-W	20	20	M. Wiswell	Brakeman	21	Hot sand in eye.
(83)	6-17	Leray	#S-J	1-280	74	20	J. W. Welch	Brakeman	7	While releasing retainer on car, slack ran in causing brakeman to strike knee against grab iron.
(84)	6-24	Dalay	S-a	312	2	1 to 2	G. Looney	Brakeman	20	Hand caught between knuckles.
(85)	6-29	Wells	S-g	258	71	8 to 10	H. W. Hill	Conductor	15	Stepped in small depression boarding caboose.
(86)	7-1	Upsal	#S-J	X-2852-W	75	5 to 8	H. F. Young	Brakeman	4	Airhose blew off 4th car from engine, throwing brakeman against indicator box and to floor.
(87)	7-13	Coin	#S-c	X-3205-W	100	30	F. J. Blumstein	Fireman	21	Slack ran in causing fireman to fall against damper.
(88)	7-14	Mira	S-J	23	2	Standing	T. C. Fryberg	Brakeman	30	Stepped on nail.
(89)	7-20	Montello	S-g	X-3206-W	101	8	W. Barney	Brakeman	14	Slipped when getting off engine.
(90)	7-21	Valley Pass	S-c	X-3207-W	19	Standing	E. C. Maw	Brakeman	4	Weight of switch lever dropped on foot.
(91)	8-23	Montello	C-c	1-272	64	Standing	G. D. VanOrden	Brakeman	25	Sprained back closing switch.
(92)	8-24	Montello	S-g	X-2563-W	75	8 to 10	M. W. Jones	Conductor	20	Slipped getting on caboose.
(93)	8-26	Montello	S-J	272	106	Standing	E. L. Anderson	Brakeman	4	Dropped marker on foot.
(94)	8-31	Basalt	S-g	X-17-W	24	6	N. I. Graive	Brakeman	8	Sprained ankle getting on train.
(95)	9-4	Montello	#D-g	X-2856-W	88	7	J. J. Vandermark	Brakeman	10	Emergency stop by engineer to avoid running over a fireman; sudden stop threw brakeman against cupola steps and derailed car.
(96)	9-14	Moer	#S-J	X-3210-W	66	8	H. De Young	Brakeman	10	Train parted due to drawbar pulling out first car behind engine; brakeman thrown against cupola frame and to floor.
(97)	9-26	Hazen	S-1	X-1785-W	40	4	A. E. Benson	Brakeman	Killed	Crushed between couplers of caboose and rear car of train.
(98)	10-6	Tecoma	S-c	3-258	80	25	D. Cameron	Fireman	4	Lid of sand box fell on hand.
(99)	10-7	Wells	#S-J	3-280	63	5	M. Josephson	Brakeman	40	Sudden stop due to undesired emergency caused brakeman's arm to be shoved through cupola window.
(100)	10-11	Dalay	S-J	2-280	61	5	J. G. Hanecek	Brakeman	4	Stumbled and fell running to throw switch.
(101)	10-13	Montello	S-J	X-3233-W	1	20	J. W. Benham D. E. Lynch	Conductor Brakeman	4 27	Caboose cut off with no one to ride it; while engine attempting to catch it, collided with sufficient impact to injure occupants.
(102)	10-18	Elko	S-g	5-280	65	Standing	M. C. Manley	Brakeman	7	Sprained ankle alighting from caboose.
(103)	10-23	Conna	#S-J	X-2809-W	70	30	G. I. Blanton J. J. Barrett	Brakeman Brakeman	10 6	Sudden stop caused by air pipe on engine breaking, threw one brakeman against cupola and the other to floor.
(104)	11-18	Tey	S-g	X-2784-W	66	5	W. H. Newman	Brakeman	6	Turned foot attempting to board car.
(105)	12-8	Beowawe	S-c	X-2524-W	54	35	G. L. Johnson	Engineer	64	Lost hold on reverse lever and caught foot between reverse lever and step on boiler head.
(106)	12-26	Vieta	S-c	X-2592-W	19	5 to 6	L. W. Sawyer	Brakeman	46	Strained self throwing switch.
	1926									
							YEAR 1926			
(107)	1-1	W. New River								



(91)	8-23	Montello	S-c	1-272	64	Standing	O. D. VanOrden	Brakeman	25	Sprained back closing switch.
(92)	8-24	Montello	S-g	X-2563-W	75	8 to 10	M. W. Jones	Conductor	20	Slipped getting on caboose.
(93)	8-26	Montello	S-J	272	106	Standing	H. L. Anderson	Brakeman	4	Dropped marker on foot.
(94)	8-31	Basalt	S-g	X-17-W	24	6	M. I. Graive	Brakeman	8	Sprained ankle getting on train.
(95)	9-4	Montello	#D-g	X-2856-W	88	7	J. J. Vandermart	Brakeman	10	Emergency stop by engineer to avoid running over a fireman; sudden stop threw brakeman against cupola steps and derailed car.
(96)	9-14	Moer	#S-J	X-3210-W	66	18	H. De Young	Brakeman	10	Train parted due to drawbar pulling out first car behind engine; brakeman thrown against cupola frame and to floor.
(97)	9-26	Hazen	S-i	X-1785-W	40	4	A. H. Benson	Brakeman	Killed	Crushed between couplers of caboose and rear car of train.
(98)	10-6	Tecoma	S-c	3-258	80	25	D. Cameron	Fireman	4	Lid of sand box fell on hand.
(99)	10-7	Wells	#S-J	3-280	63	5	M. Josephson	Brakeman	40	Sudden stop due to undesired emergency caused brakeman's arm to be shoved through cupola window.
(100)	10-11	Malay	S-J	2-280	61	5	J. G. Hanceck	Brakeman	4	Stumbled and fell running to throw switch.
(101)	10-13	Montello	S-J	X-3233-W	1	30	J. W. Bonham D. E. Lynch	Conductor Brakeman	4 27	Caboose cut off with no one to ride it; while engine attempting to catch it, collided with sufficient impact to injure occupants.
(102)	10-18	Elko	S-g	5-280	65	Standing	M. C. Masley	Brakeman	7	Sprained ankle alighting from caboose.
(103)	10-23	Comus	#S-J	X-2809-W	70	30	G. I. Klanton J. J. Barrett	Brakeman Brakeman	10 6	Sudden stop caused by air pipe on engine breaking, threw one brakeman against cupola and the other to floor.
(104)	11-18	Toy	S-g	X-2784-W	66	5	W. H. Newman	Brakeman	6	Turned foot attempting to board car.
(105)	12-8	Beowawe	S-c	X-2526-W	54	35	G. L. Johnson	Engineer	64	Lost hold on reverse lever and caught foot between reverse lever and step on boiler head.
(106)	12-26	Vista	S-c	X-2592-W	19	5 to 6	L. W. Sawyer	Brakeman	46	Strained self throwing switch.
1926										
YEAR 1926										
(107)	1-11	Valley Pass	S-g	X-3233-W	54	Standing	T. J. Honey	Brakeman	20	Slipped on ice and fell.
(108)	1-22	Lawton-Reno	S-i	X-2614-W	5	30	M. Filipe	Trk. walker	Killed	Struck by train.
(109)	1-30	Kodak	S-c	272	62	15	L. J. Henry	Fireman	10	Burned by steam from bursted squirt hose.
(110)	2-4	Beowawe	S-J	314	36	Standing	D. L. Mills	Brakeman	15	Relied drum of gasoline on finger.
(111)	3-15	Montello	S-J	280	85	15	J. G. McCall	Brakeman	7	Stumbled on protruding screw on running board.
(112)	4-7	Pardo	S-J	258	68	10	F. W. Wallwork	Brakeman	12	Slipped off sand box on engine.
(113)	5-5	Battle Mtn.	S-J	X-2718-W	18	Standing	D. Lamm	Sec. Labr.	15	Caught hand between rail and car floor.
(114)	5-15	Thorne	S-J	24	1	Standing	C. B. Hill	Brakeman	7	Lost hold of an dropped barrel on foot.
(115)	6-25	Malay	S-J	X-3232-W	85	1	R. Dalgair	Brakeman	30	Foot slipped while climbing around pilot of engine.
(116)	7-17	Tioga	#S-J	276	108	10	A. A. Steed	Brakeman	23	Sudden stop due to undesired emergency threw brakeman against cupola.
(117)	8-7	Elburrr	S-J	3-280	69	5	S. B. Rider	Brakeman	5	Stumbled on running board.
(118)	8-8	Wells	S-c	X-3223-W	77	Standing	W. Cunningham	Engineer	14	Hand slipped on water column hook and fell on tender railing.
(119)	9-14	Walker	S-J	23	22	Standing	C. Craig	Brakeman	11	Rough coupling threw brakeman against hand brake.
(120)	9-38	Malay	S-i	X-3270-W	1	15	J. N. Severns	Conductor	60	Apparently attempted to cross track ahead of engine and was struck.
(121)	10-8	Massie	S-g	1-272	82	Standing	A. E. Laurie	Brakeman	14	Foot slipped while descending ladder of car and fell to ground.
(122)	10-15	Woolsey	S-J	X-3262-W	75	5 to 10	C. W. Mitchell	Brakeman	26 (N.R.)	Apparently misjudged in stepping from high to low car.
(123)	10-21	Proble	#S-J	X-3244-W	67	15	J. E. Bertleson	Brakeman	30	Lost balance and fell from car while making drop of car, when engineer increased speed.

# = caused from sudden stopping, starting, lurch, or jerk of car or train.  
 NR = Not reported to I.C.C.

Sheet 4 of 7 sheets.

Sheet 4 of 7 sheets.										
	DATE	LOCATION	I.C.C. CLASS	TRAIN NUMBER	NO. CARS IN TRAIN	SPEED M.P.H.	PERSON INJURED		ESTIMATED DISABILITY (Days)	DESCRIPTION OF ACCIDENT
	(1)	(2)	(3)	(4)	(5)	(6)	NAME	OCCUPATION	(9)	(10)
1926										
YEAR 1926 CONTINUED										
(124)	11-6	Wells	S-J	2-280	71	Standing	C.A. Knudsen	Fireman	14	Foot slipped while passing from running board to pilot.
(125)	12-10	Wells	S-g	258	68	3	B. Stockham	Brakeman	90	Fell to ground when vent adjusting red brake which brakeman used instead of grab-iron.
1927										
YEAR 1927										
(126)	5-4	Clark	S-f	24	25	25	G. Looney	Brakeman	Killed	Leaned out too far from train and struck by strut of bridge.
(127)	7-31	Montello	S-J	X-3220-W	27	6	D.W. Tanner	Conductor	15	Fell between cars when missed footing.
(128)	8-7	Miriam	#S-J	X-3261-W	120	30	J.H. Dunn W.B. Hilbish	Brakeman Brakeman	7 14	Air hose blew off 8th car from engine causing sudden stop throwing brakeman down into caboose.
(129)	8-11	Valley Pass	S-J	X-3203-W	20	Standing	R.E. Wort	Brakeman	20	Caught thumb on water tank spout.
(130)	8-12	Boonville	S-g	X-2535-W	32	3	O.L. Osman	Brakeman	18	Turned ankle getting off car.
(131)	9-4	Halleck	#S-J	X-3224-W	110	5	W. Barney	Brakeman	7	Undesired emergency caused sudden stop.
(132)	9-10	Lodge	S-J	X-2811-W	45	30	F.S. Wortell	Brakeman	8	Fell on top of caboose account losing hold.
(133)	9-27	Fenelon	#S-J	4-276	80	20	J.E. Hatch	Conductor	5	Emergency application by engineer to avoid presumed collision.
(134)	9-27	Elburn	S-J	5-276	71	4	C.C. Standard	Brakeman	60	Fell from car.
(135)	10-5	Moer	#S-b	5-276	94	18	G.J. Eluth	Conductor	4	Break-in-two due to yoke strap breaking 4th car from engine injuring conductor in caboose and damaging equipment.
(136)	10-14	Ocala	#S-J	X-3268-W	60	30	R. Carrigan	Brakeman	Killed	Lost balance and fell from end of car when engine separated from train.
(137)	10-24	Humboldt	S-c	X-2535-W	1	Standing	D. Moore	Fireman	18	Lost balance and fell to ground when handling water spout.
(138)	10-27	Anthony	S-J	X-3217-W	75	5	F. Biginton	Brakeman	17	Turned ankle running to catch caboose.
(139)	11-10	Tule	S-g	X-3266-W	84	6	G.F. Saver	Conductor	13	Strained leg when boarding caboose.
(140)	12-30	Elko	#S-b	280	86	10	B.E. Lynch	Brakeman	25	Airhose blew off 83rd car from engine injuring brakeman in caboose.
1928										
YEAR 1928										
(141)	4-29	Battle Mountain	#S-J	X-3269-W	102	25	W.H. Johnston F.D. McFarland	Brakeman Brakeman	35 (N.R.) 22 (N.R.)	Sudden stop due to undesired emergency, injured trainmen in caboose.
(142)	6-23	Anthony	#S-J	X-3250-W	99	30	W. Cotton	Brakeman	9 (N.R.)	Emergency stop by engineer to avoid striking section gang.
(143)	7-1	Thibbs	#S-J	X-3207-W	85	25	J.W. Quinn	Brakeman	33	Airhose burst on 10th car from engine causing sudden stop.
(144)	7-17	Harris	#S-J	X-3229-W	102	35	W.W. Powers	Conductor	30	Sudden stop due to break-in-two 69th car from engine caused by broken branch pipe on engine.
(145)	7-25	Moer	#S-J	X-3220-W	95	10	A.F. Lavine	Brakeman	8	Airhose burst on 33rd car from engine.
(146)	7-30	Wells	S-J	X-3228-W	11	5	O.B. Bingham	Brakeman	Killed	Fell from top of car and run over during switching move.
(147)	7-31	Valley Pass	S-J	X-3212-W	98	15	O.E. McBride	Fireman	60	Foot slipped getting down to pick up orders.
(148)	8-7	Sparks	#S-J	X-3228-W	104	10	H.F. Young F.W. Geiger	Brakeman Condr.	60 39	Emergency application of brakes by engineer when engine derailed.
(149)	8-7	Benin	#S-J	3-280	78	15	B. Barman	Brakeman	32	Thrown against end of caboose by slack action.
(150)	8-15	Sparks	S-d	X-5033-W	68	Standing	J.F. DeCosta	Brakeman	20	Fell off car while releasing hand brakes.
(151)	8-20	Shoshone	S-i	X-3230-W	72	35	L. Rumeris	Br. man	Killed	



(135)	10-5	Moore	#8-b	5-276	94	18	G.J. Bluth	Conductor	4	Break-in-two due to yoke strap breaking 4th car from engine injuring conductor in caboose and damaging equipment.
(136)	10-14	Osala	#8-j	X-3268-W	40	30	R. Carrigan	Brakeman	Killed	Lost balance and fell from end of car when engine separated from train.
(137)	10-24	Humboldt	#8-c	X-2535-W	1	Standing	D. Moore	Fireman	18	Lost balance and fell to ground when handling water spout.
(138)	10-27	Anthony	#8-j	X-3217-W	75	5	F. Edginton	Brakeman	17	Turned ankle running to catch caboose.
(139)	11-10	Tule	#8-g	X-3264-W	84	6	G.F. Saver	Conductor	13	Strained leg when boarding caboose.
(140)	12-30	Elko	#8-b	280	86	10	B.E. Lynch	Brakeman	25	Airhose blew off 83rd car from engine injuring brakeman in caboose.
1928 YEAR 1928										
(141)	4-29	Battle Mountain	#8-j	X-3269-W	102	25	W.H. Johnston F.D. McFarland	Brakeman Brakeman	35(N.R.) 22(N.R.)	Sudden stop due to underired emergency, injured trainmen in caboose.
(142)	4-23	Anthony	#8-j	X-3250-W	99	30	H. Cotton	Brakeman	9(N.R.)	Emergency stop by engineer to avoid striking section gang.
(143)	7-1	Thiabe	#8-j	X-3207-W	85	25	J.W. Ommen	Brakeman	33	Airhose burst on 10th car from engine causing sudden stop.
(144)	7-17	Harrin	#8-j	X-3229-W	102	35	W.W. Powers	Conductor	30	Sudden stop due to break-in-two 69th car from engine caused by broken branch pipe on engine
(145)	7-25	Moore	#8-j	X-3220-W	95	10	A.F. Levine	Brakeman	8	Airhose burst on 33rd car from engine.
(146)	7-30	Wells	#8-j	X-3228-W	11	5	O.H. Bingham	Brakeman	Killed	Fell from top of car and run over during switching move.
(147)	7-31	Valley Pass	#8-j	X-3212-W	98	15	C.E. McBride	Fireman	60	Foot slipped getting down to pick up orders.
(148)	8-7	Sparks	#8-j	X-3228-W	104	10	H.F. Young F.W. Geiger	Brakeman Condr.	60 39	Emergency application of brakes by engineer when engine derailed.
(149)	8-7	Benin	#8-j	3-280	78	15	B. Harman	Brakeman	32	Thrown against end of caboose by slack action.
(150)	8-15	Sparks	#8-d	X-5033-W	68	Standing	J.F. DeCosta	Brakeman	20	Fell off car while releasing hand brakes.
(151)	8-20	Shoshone	#8-i	X-3230-W	72	35	L. Numeris	Ex. gang laborer	Killed	Struck by train.
(152)	9-3	Sparks	#8-j	X-5032-E	56	7	C.B. Rogers	Brakeman	38	Fell from top of caboose due to alleged jerk of slack.
(153)	9-5	Carlin	#8-j	X-3209-W	78	5	W.T. Seccard	Brakeman	60	Stumbled over brake shoe.
(154)	9-8	Cobre	#8-j	X-3223-W	59	Standing	A.H. Ricketts	Conductor	13	Caught finger when closing car door.
(155)	9-18	Wells	#8-j	X-3234-W	76	8	C.T. Fleming	Conductor	30	Knocked from top of car when coupling made during switching move.
(156)	9-21	Mentello	#8-j	X-3235-W	None at time	Standing	F.W. Snow	Brakeman	10	Wrenched knee moving car by hand.
(157)	9-21	Carlin	#8-j	X-1753-W	21	Just moved	W.L. Hints	Brakeman	15	Rough coupling to caboose by yard engine.
(158)	10-21	Cobre	#8-j	1-258	71	15	J.F. McIntyre	Brakeman	7	Lost balance and fell from flat car, 5 cars from rear, when slack ran in.
(159)	10-24	Deeth	#8-j	X-3235-W	77	35	A.F. Levine W. Barney	Brakeman Brakeman	20 10	Sudden stop due to striking horse and breaking brake pipe on front end of engine.
(160)	11-26	Clure	#8-j	X-1795-W	13	2	H. Agreista	Ex-gang foreman	14	Caught foot under tie plowing off ballast by local freight.
(161)	12-23	Tonks	#8-j	258	76	30	B.H. Chase	Brakeman	30	Thrown against cupola steps when slack ran in.
(162)	12-30	None	#8-a	X-4107-E	60	4	E. Christensen	Brakeman	30	Caught thumb between couplers.
1929 YEAR 1929										
(163)	1-10	Cobre	#8-j	X-3203-W	19	Standing	W.A. Morrison	Engineer	109	While assisting to load pump in car was thrown to floor of car when hand truck stuck on running board.
(164)	1-25	Thorne	#8-j	X-1626-W	16	3	F.W. Geiger	Conductor	31(N.R.)	Caught fingers between edge of car and timbers.
(165)	1-31	Salceda	#8-j	X-3246-W	100	20	J.H. Crabtree	Fireman	30	Fell to ground from engine while attempting to pick up train orders.

# = caused from sudden stopping, starting, lurch, or jerk of car or train.  
 NH = Not reported to I.C.C.



Sheet 5 of 5 sheets

[illegible]

(176)	11-11	Comas	#S-J	X-3209-W	85	35	W.F. Archibald	Brakeman	8 (N.R.)	Sudden stop due to break-in-two caused by some one stepping on cutting lever, fifth car from engine.
(179)	12-5	Perth	S-I	X-3223-W	78	10	R. Worriam	Ex-gang lab.	20	Struck by train.
(180)	12-10	Benin	S-g	X-3268-W	71	8	P.S. Greeley	Conductor	30	Foot slipped on tie when attempting to board caboose.
1930										
YEAR 1930										
(181)	4-10	Valley Pass	#S-J	X-4363-W	94	3	S.C. Bohon	Brakeman	83	Alleged jerk of slack caused brakeman to fall from caboose to track ahead of helper engine which had just been cut off from rear of train.
(182)	5-3	Elburn	S-c	1-292	94	Standing	W. Holt	Fireman	8	Finger caught between spout and manhole when water turned on.
(183)	5-4	Mira	S-c	23	5	25	C.F. Devine	Engineer	Killed	Engine and four cars derailed due to melted snow undermining track.
(184)	5-26	Hazen	S-c	X-4022-W	50	Standing	L.H. Kane	Engineer	9	Lost balance and turned ankle.
(185)	6-6	Hazen	S-I	X-3248-W	67	40	F.J. Littleton	Conductor	Killed	Struck and run over by passenger train.
(186)	6-16	Lovelock	#S-J	X-3221-W	80	10	K.F. Young	Brakeman	15	Sudden stop due to airhose blowing off 63rd car from head end.
(187)	7-21	Fernley	S-g	.259	71	10	G.W. Stonestreet	Brakeman	15	Brakeman fell to ground due to failure of grab iron.
(188)	8-31	Moleen	#S-J	X-3203-W	126	35	D.E. Lynch	Brakeman	183 (N.R.)	Sudden stop due to airhose blowing off 17th car from head end.
(189)	9-7	Wells	#S-J	X-3242-W	125	10	J. Everett E.W. Camp	Brakeman Conductor	8 34	Sudden stop due to trespasser stepping on cutting lever between 33rd and 34th car from engine.
(190)	9-12	Wells	S-g	2-258	100	3	H. King	Brakeman	230 (N.R.)	Fell to ground descending ladder account defective grab iron.
(191)	9-21	Deerme	#S-J	3-276	98	6	H.I. Greive	Brakeman	5	Slack of train ran in as train was entering siding.
(192)	9-25	Vista	S-J	X-3273-W	56	Standing	R.J. Johnston	Fireman	15	Stepped off abutment of bridge to river bed below.
(193)	10-4	Carlin	S-J	2-292	80	4	S.J. Weaver	Brakeman	21	Stumbled over cake of ice.
(194)	10-10	Proble	#W-b	1-280	102	35	W.A. Pool I.S. Orum	Brakeman Brakeman	12 16	Broken journal and collapse of truck 4th car from engine caused sudden stop and injury to men in caboose.
(195)	10-13	Montello	#S-J	1-292	81	12	R.C. King	Conductor	12	Broken wheel 10th car from head end caused sudden stop and injury to man in cab.
1931										
YEAR 1931										
(196)	3-21	Schuna	S-c	24	22	Standing	L.M. Mosier	Fireman	30	Slipped into open manhole.
(197)	6-9	Montello	S-J	X-4359-W	3	2	C.F. Cook	Brakeman	Permanent	Missed footing and fell from car while attempting to get down to brake-platform.
(198)	6-21	Lovelock	S-c	268	38	Standing	C.W. Mitchell	Brakeman	6 (N.R.)	Oil buffer switch handle struck foot.
(199)	7-30	Elko	S-g	276	99	12	J.L. Warner	Conductor	6	Stepped on some object getting off caboose.
(200)	9-20	Halleck	#S-J	X-4332-W	79	5	T. Rankins	Brakeman	50	Alleged slack action caught brakeman off balance in caboose.
(201)	11-2	Goleconda	S-J	X-3210-W	15	6	J.C. Walker	Brakeman	10	Slipped while stepping from one car to another.
(202)	11-23	Mill City	S-I	X-3233-W	80	30	G. Gonzales	Sec. Labr.	Killed	Struck by train.
1932										
YEAR 1932										
(203)	2-3	Valley Pass	S-J	1-292	71	Standing	C.A. Peterson	Conductor	13	Slipped in snow.
(204)	2-11	Montello	S-c	X-3647-W	84	Standing	P.L. Burnette	Brakeman	9	Strained back throwing switch.
(205)	6-13	Sparks	S-d	566	66	Standing	A.C. Bailey	Brakeman	10	Using piece of board to release hand brake instead of brake club.
(206)	7-13	Moleen	#S-J	X-4365-W	125	35	J.E. Batch	Brakeman	22	Run-in of slack on rear of train.
(207)	7-28	Carlin	S-J	1-576	2	3	M.W. Alvord	Brakeman	21	Struck pair of car wheels fouling wheel track while switching.
(208)	8-10	Humana	S-g	X-2772-E	66	8	A.J. Haskins	Brakeman	Permanent	Fell from car and run over when attempting to get off.
(209)	8-15	Ditho	#S-J	560	114	30	H.C. Sullivan	Brakeman	12	Sudden stop due to break-in-two caused by trespasser stepping on cutting lever seventh car from head end.
(210)	8-29	Moor	#S-J	X-3643-W	100	6	A.E. Higham H.L. Peterson	Conductor Brakeman	306 32	Airhose burst on 31st car from head end injuring men in caboose.
(211)	10-29	Montello	#S-J	X-3228-W	102	6	S.J. Weaver	Brakeman	Permanent	Helper engine crushed caboose and caught brakeman on caboose platform when sudden stop occurred due to broken brake pipe on engine tender.

# = caused from sudden stopping, starting, lurch, or jerk of car or train.  
NR = not reported to I.C.C.



Sheet 6 of 7 sheets.

Sheet 6 of 7 sheets.

	DATE (1)	LOCATION (2)	I.O.C. CLASS (3)	TRAIN NUMBER (4)	NO. CARS IN TRAIN (5)	SPEED M.P.H. (6)	PERSON INJURED		ESTIMATED DISABILITY (Days) (9)	DESCRIPTION OF ACCIDENT (10)
							NAME (7)	OCCUPATION (8)		
1932 YEAR 1932 (CONTINUED)										
(212)	12-18	Valery	#8-J	I-4333-W	73	8	W.I. Riley	Conductor	25	Train parted due to knuckle breaking on engine tender due to engineer taking slack out of train too suddenly.
1933 YEAR 1933										
(213)	1-1	Noor	S-g	X-3618-W	68	Standing	S.M. McCurdie	Brakeman	30	Belt missing from top grab iron causing man to fall.
(214)	1-28	Noor	S-J	X-3617-W	86	Standing	W. Beveridge	Brakeman	15	Slipped on snow on top of car.
(215)	6-12	Beemave	S-J	X-2349-E	43	Standing	G. Holly	Conductor	10	Strained calf while crossing over between cars.
(216)	6-22	Miriam	#8-J	564	74	8	W.J. May	Conductor	15	Airhose blew off second car from head end, sudden stop injuring conductor in cab.
(217)	6-26	Compos	#8-J	576	97	10	H. Wallace	Brakeman	10	Undesired emergency caused sudden stop and injury to man in caboose.
(218)	7-31	Alason	#8-c	X-3636-W	100	25	A.E. Higham	Conductor	70	Three cars, 11th to 13th from engine derailed causing sudden stop due to brake rod 5th car from head end coming down and lodging in frog.
(219)	10-11	Lorny	S-J	574	105	20	S.M. Walsh	Brakeman	6	Stumbled and fell on top of car while walking over train.
(220)	10-30	Fenalen	#8-J	X-3718-W	104	30	O.M. Davidson	Conductor	27	Undesired emergency caused by broken eccentric rod knocking plug out of main reservoir.
(221)	11-2	Carlin	S-J	I-5	1	5	F. Edginton	Brakeman	30	Lost balance and fell from water car.
(222)	11-13	Red House	S-L	I-4334-W	10	Standing	J.S. Beach	Fireman	90	Slipped and fell from walk on loading chute.
1934 YEAR 1934										
(223)	3-16	Cluro	#8-J	X-4328-W	98	40	O.M. Close	Brakeman	34	Sudden stop due to broken branch pipe on 4th car from engine.
(224)	5-11	Avenel	#8-c	X-3735-W	111	35	A.E. Higham H.L. Petersen	Conductor Brakeman	20 26	Broken arch bar 38th car from engine derailed it and 4 following cars. Sudden stop injured two men in caboose.
(225)	7-5	Carlin	S-I	X-3267-E	none at time	4	J.W. Jones	Car inspr.	30	Struck by engine backing in on house track to pick-up car.
(226)	7-6	Carlin	S-J	1-574	Engine	3	W. Leitch	Brakeman	30	Hand caught between hand rail and deck of engine while taking engine to roundhouse.
(227)	7-26	Cuino	S-J	X-3745-E	none at time	Standing	W.M. Graham	Brakeman	10	Finger caught between slot of door and brace on side of car while closing car door.
(228)	7-28	Dalay	S-g	X-4373-W	27	6	G.L. Case	Conductor	15	Leg struck switch stand getting on side of car.
(229)	8-24	Carlin	S-J	X-3731-W	125	15	F. Perry	Brakeman	15	Slipped and fell to bottom of gondola car.
(230)	9-5	Elko	S-J	2-576	101	4	W. Todd	Brakeman	15	Lost hand hold and fell from side of car to ground while making drop of car.
(231)	10-1	Pequep	#8-J	X-3712-W	127	6	L.F. Dixon	Brakeman	14	Airhose burst on 19th car from head end, causing sudden stop.
(232)	10-6	Shoshone	S-J	I-4337-W	125	6	W.F. Archibald	Brakeman	30	While handling 60 cars, setting out 2 cars, lost hand-hold and fell from car to ground.
(233)	12-18	Noor	#8-J	X-3735-W	100	10	W.L. Taylor	Conductor	663	Undesired emergency due to failure of train line 66th car from head end injured



(212)	12-18	Valery	#B-J	X-4333-W	73	8	W.L. Miller	Conductor	25	Train parted due to knuckle breaking on engine tender due to engineer taking slack out of train too suddenly.
1933										
YEAR 1933										
(213)	1-1	Moar	B-J	X-3616-W	68	Standing	S.H. McCurdie	Brakeman	30	Bolt missing from top grab iron causing man to fall.
(214)	1-28	Moar	B-J	X-3617-W	86	Standing	W. Beveridge	Brakeman	15	Slipped on snow on top of car.
(215)	6-12	Boonville	B-J	X-2349-E	43	Standing	G. Kelly	Conductor	10	Strained self while crossing over between cars.
(216)	6-22	Miriam	#B-J	564	74	8	W.J. May	Conductor	15	Airhose blew off second car from head end, sudden stop injuring conductor in cab.
(217)	6-26	Campos	#B-J	576	97	10	H. Wallace	Brakeman	10	Undesired emergency caused sudden stop and injury to man in caboose.
(218)	7-21	Alamos	#B-o	X-3636-W	100	25	A.E. Higham	Conductor	70	Three cars, 11th to 13th from engine derailed causing sudden stop due to brake rod 5th car from head end coming down and lodging in frog.
(219)	10-11	Loray	B-J	574	105	20	S.H. Walsh	Brakeman	6	Stumbled and fell on top of car while walking over train.
(220)	10-30	Fanshen	#B-J	X-3718-W	104	30	O.H. Davidson	Conductor	27	Undesired emergency caused by broken eccentric rod knocking plug out of main reservoir.
(221)	11-2	Carlin	B-J	X-E	1	5	F. Edginton	Brakeman	30	Lost balance and fell from water car.
(222)	11-13	Red House	B-J	X-4334-W	10	Standing	J.S. Beach	Fireman	90	Slipped and fell from walk on loading chute.
1934										
YEAR 1934										
(223)	3-16	Glenn	#B-J	X-4328-W	98	40	O.M. Close	Brakeman	34	Sudden stop due to broken branch pipe on 4th car from engine.
(224)	5-11	Aranal	#B-J	X-3735-W	111	35	A.E. Higham H.L. Peterson	Conductor Brakeman	20 26	Broken arch bar 38th car from engine derailed it and 4 following cars. Sudden stop injured two men in caboose.
(225)	7-5	Carlin	B-1	X-3267-E	none at time	4	J.W. Jones	Car inspr.	30	Struck by engine backing in on house track to pick-up car.
(226)	7-6	Carlin	B-J	1-574	Engine	3	W. Leitch	Brakeman	30	Hand caught between hand rail and deck of engine while taking engine to roundhouse.
(227)	7-26	Osino	B-J	X-3745-E	none at time	Standing	W.M. Graham	Brakeman	10	Finger caught between slot of door and brace on side of car while closing car door.
(228)	7-28	Imley	B-J	X-4373-W	27	6	G.L. Case	Conductor	15	Leg struck switch stand getting on side of car.
(229)	8-24	Carlin	B-J	X-3731-W	125	15	F. Perry	Brakeman	15	Slipped and fell to bottom of gondola car.
(230)	9-5	Elko	B-J	2-576	101	4	W. Todd	Brakeman	15	Lost hand hold and fell from side of car to ground while making drop of car.
(231)	10-1	Pequop	#B-J	X-3712-W	127	6	L.T. Dixon	Brakeman	14	Airhose burst on 19th car from head end, causing sudden stop.
(232)	10-6	Shoshone	B-J	X-4337-W	125	6	W.J. Archibald	Brakeman	30	While handling 60 cars, setting out 2 cars, lost hand-hold and fell from car to ground.
(233)	12-18	Moar	#B-J	X-3735-W	100	10	W.L. Taylor	Conductor	663	Undesired emergency due to failure of train line 66th car from head end injured conductor in caboose.
1935										
YEAR 1935										
(234)	1-13	Valley Pass	B-J	X-3738-W	98	Standing	J.W. Beach	Brakeman	30	Lost balance when getting in car and fell to ground.
(235)	3-1	Rasen	#B-J	X-4335-W	82	5	S.C. McElvoo B.A. Garrett	Brakeman Brakeman	44 7	Sudden stop due to train parting caused by drawbar key dropping out of seventh car from engine.
(236)	8-12	Carlin	#B-J	X-3738-W	85	15	E.C. Shaw	Brakeman	11	Sudden stop due to undesired emergency caused brakeman who was climbing to top of rear car to fall to ground.
(237)	8-22	Carlin	#B-J	X-3761-W	131	10	E.C. Faulkner	Brakeman	12	Sudden stop due to train parting caused by drawbar key falling on 34th car from engine.
(238)	9-20	Ryndon	B-J	X-1753-W	12	Standing	H.P. Robinson	Brakeman	9	Ballast rolled under foot as man detrained from caboose.
(239)	11-14	Palisade	B-b	X-3267-W	18	Standing	W. Leitch	Brakeman	48	Handle broke off of angle cock while being manipulated, caused man to fall.

ITEM NO.	DATE	LOCATION	I.C.C. CLASS	TRAIN NUMBER	NO. CARS IN TRAIN	SPEED M.P.H.	PERSON INJURED		ESTIMATED DEBILITY (Days)	DESCRIPTION OF ACCIDENT
							NAME	OCCUPATION		
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	
1936										
YEAR 1936										
(240)	5-26	Red House	B-1	578	95	30	C.A.Cornwall	Brakeman	9	Fell from cupola to floor of caboose when emergency application of-brakes occurred due to airpipe on engine breaking.
(241)	7-8	Elburn	S-1	X-1753-W	12	Standing	H.Cotton	Brakeman	15	Knee injured when piece of freight (metal roofing) slipped.
(242)	7-10	Coogrove	B-1	X-3718-W	122	40	R.Sinton W. Litch	Brakeman Brakeman	57 25	Injured while riding in cupola due to breakage of brake pipe on engine.
(243)	8-6	Granite Point	B-4	3-562	91	40	E.G.Baker	Brakeman	11	Sudden stop due to derailment caused by burst off journal 31st car from engine
(244)	9-28	Wear	S-g	X-3228-W	12	6	C.D.Corlin	Brakeman	10	Jumped from car in anticipation of derailment.
(245)	10-4	Reno	B-1	X-4548-W	85	10	R.H.Wells	Conductor	10	Engineer applied brakes in emergency to avoid striking woman on street cross'g
(246)	12-4	Carlin	B-1	X-3735-W	90	8	J.E.Hanson	Brakeman	7	Sudden stop due to break-in-two account coupler shank breaking.
1937										
YEAR 1937										
(247)	1-10	Imlay	B-1	X-3695-W	76	10	John Gerrans	Brakeman	21	Fell against cupola steps when jerk occurred as train was stopping.
(248)	1-17	Montello	S-g	X-3225-X	75	6	J.W.Bouhan	Brakeman	30	Slipped on side ladder of car and fell to ground.
(249)	2-24	Hazen	S-b	X-3305-W	52	Standing	F.W.Schilling	Brakeman	20	Finger broken when hand came in contact with coupler while separating air hose.
(250)	4-8	Hazen	S-g	X-3748-W	57	6	C.B.Wuyak	Conductor	Killed	Fell from gangway of moving engine while detached from train and struck by truck structure of tender.
(251)	4-10	Deeth	S-g	X-1785-X	30	10	R.E.Breitweiser	Brakeman	9	Sprained ankle alighting from train.
(252)	5-26	Hinn	S-4	605	6	Standing	S.C.McElroy	Brakeman	25	Hand caught between brake lever and stop on end of car.
(253)	6-22	Montello	B-1	X-3698-W	85	5	L.T.Dixon	Brakeman	8	Lost balance and fell against load machinery 21st car from engine when slight jerk of train occurred stopping.
(254)	8-1	Wells	S-4	2-570	91	Standing	J.E.White	Brakeman	30	Fell from car when feet slipped while preparing to set hand brake.
(255)	8-5	Upool	B-1	X-4365-W	93	20	H.I.Grieco	Brakeman	Permanent	Sudden stop due to undesired emergency.
(256)	9-15	Flannigan	S-1	552	66	1	R.C.Mason	Brakeman	30	Fell to ground when hand slipped off hand rail while getting on running board of engine.
(257)	10-4	Imlay	S-g	X-3696-W	70	8	R.D.Quarry	Brakeman	30	Fell to ground detrainning from gangway ladder of locomotive.
(258)	11-16	Anthony	S-1	3-578	100	35	R.C.Brotime	Brakeman	30	Lost hold on side ladder of car and fell to ground.
(259)	12-7	Imlay	S-1	X-4363-W	1 at time	3	W.A.Pool	Brakeman	20	Lost balance on caboose and fell to ground when running down to raise lost block of coupler.
(260)	12-15	Wells	B-1	X-3699-W	86	2	W.B.Doerden	Brakeman	137	Lost hold and fell to ground from caboose step when jerk of train occurred while stopping.
1938										
YEAR 1938										
(261)	5-5	Montello	S-g	X-4010-W	at time	Standing	W.A.Roberts	Fireman	10	Struck leg on step to sand dome.
(262)	6-10	Palisade	S-1	570	80	9	D.L.Lee	X.B.Laborer	30	Jumped from motor car trailer when struck by train.
(263)	7-17	Montello	S-4	2-578	99	Standing	A.J.Thomsh	Brakeman	20	Lost balance and fell to ground while releasing hand brake.
(264)	10-10	Montello	S-4	2-574	111	Standing	L.E.Bruce	Brakeman	10	Strained body and torn scar tissue from an operation releasing hand brake.
(265)	11-18	Sparks	B-1	X-4154-X	101	3	C.H.Brown	Conductor	26	Lost balance and fell to floor when slack ran in as train was stopping.



(247)	1-10	Malay	#B-J	E-3695-W	76	10	John Gorrans	Brakeman	21	Fell against cupola steps when jerk occurred as train was stopping.
(248)	1-17	Montello	S-g	E-3225-E	75	6	J.W.Bonham	Brakeman	30	Slipped on side ladder of car and fell to ground.
(249)	2-24	Hazen	S-b	E-3205-W	52	Standing	F.W.Schilling	Brakeman	20	Finger broken when hand came in contact with coupler while separating air hose.
(250)	4-8	Hazen	S-g	E-3748-W	57	6	C.B.Huyet	Conductor	Killed	Fell from gangway of moving engine while detached from train and struck by truck structure of tender.
(251)	4-10	Deeth	S-g	E-1785-E	30	10	R.E.Breitweiser	Brakeman	9	Sprained ankle alighting from train.
(252)	5-26	Hinn	S-d	605	6	Standing	S.C.McIlwain	Brakeman	25	Hand caught between brake lever and step on end of car.
(253)	6-22	Montello	#B-J	E-3698-W	85	5	L.T.Dixon	Brakeman	8	Lost balance and fell against lead machinery 21st car from engine when slight jerk of train occurred stopping.
(254)	8-1	Wells	S-d	2-570	91	Standing	J.H.White	Brakeman	30	Fell from car when feet slipped while preparing to set hand brake.
(255)	8-5	Upool	#B-J	E-4365-W	93	30	H.I.Grieve	Brakeman	Permanent	Sudden stop due to undesired emergency.
(256)	9-15	Pianigan	S-J	557	66	1	R.C.Hocon	Brakeman	30	Fell to ground when hand slipped off hand rail while getting on running board of engine.
(257)	10-4	Malay	S-g	E-3696-W	70	8	R.D.Quarry	Brakeman	30	Fell to ground detraining from gangway ladder of locomotive.
(258)	11-16	Anthony	S-J	3-578	100	15	R.C.Bretline	Brakeman	30	Lost hold on side ladder of car and fell to ground.
(259)	12-7	Malay	S-J	E-4363-W	1 at time	3	W.A.Pool	Brakeman	70	Lost balance on caboose and fell to ground when reaching down to raise lock block of coupler.
(260)	12-15	Wells	#B-J	E-3679-W	86	2	W.S.Daerden	Brakeman	137	Lost hold and fell to ground from caboose step when jerk of train occurred while stopping.

YEAR 1938											
(261)	5-5	Montello	S-a	E-4010-W	88	at time	Standing	W.A.Roberts	Fireman	10	Struck leg on step to sand dome.
(262)	6-10	Pallando	S-j	570	80	9	D.L.Lee	L.G.Laborer	30	Jumped from motor car trailer when struck by train.	
(263)	7-17	Montello	S-d	2-578	99	Standing	A.A.Thombs	Brakeman	20	Lost balance and fell to ground while releasing hand brake.	
(264)	10-10	Montello	S-d	2-574	111	Standing	L.E.Drums	Brakeman	10	Strained body and torn ear tissue from an operation releasing hand brake.	
(265)	11-18	Sparks	#B-j	E-4156-E	101	3	C.H.Brown	Conductor	26	Lost balance and fell to floor when slack ran in as train was stopping.	
(266)	11-19	Hann	#B-b	E-4165-W	85	12	C.E.Gooble J.E.Page D.B.Woolverton J.G.Hosher J.C.Pederson	Conductor Brakeman Brakeman Brakeman Brakeman	286 109 81 58 51	Run in of slack resulting from heavy service application to avoid striking an automobile standing foul of track.	
(267)	12-28	Wells	S-j	E-3730-E	3	5	O.C.Johnson	Brakeman	10	Lost balance and fell against car when one car coupled to 2 others during switching movement.	

YEAR 1939										
(268)	2-13	Loveland	#B-J	360	104	20	W.B.Conway	Brakeman	21	While train being brought to a stop, lost balance and fell against stove.
(269)	3-10	Battle Mountain	S-g	E-3715-W	102	10	J.C.Walker	Conductor	14	Foot slipped off step while getting on caboose.
(270)	7-13	Hinn	S-J	1-360	108	5	B.J.Jones	Brakeman	10	Stepped on rock and wrenched knee while running after lining switch.
(271)	8-17	Carlin	S-g	1-576	100	6	H.G.Thurston	Brakeman	21	Stumbled and fell attempting to board car in train.
(272)	8-28	Valley Pass	S-a	E-4034-E	70	5	Harry DeYoung	Brakeman	Killed	Lost balance, fell from caboose steps and run over when helper engine struck caboose.
(273)	10-11	Hinn	#B-J	E-4154-E	69	5	W.H.Richart	Conductor	20	Lost balance and fell against deck as speed of train reduced.
(274)	11-9	Battleliffe	S-a	1-559	86	Standing	A.E.Honey	Fireman	30	Lost balance and fell back against railing on tender while taking water, due to ring coming off water spout.
(275)	12-10	Leeton	#B-J	482	79	30	J.L.Clark	Conductor	4	Thrown against locker and stove while walking from rear platform of caboose when slack ran in.

# - Caused from sudden stopping, starting, lurch or jerk of car or train.



**SOUTHERN PACIFIC COMPANY**  
(Pacific Lines)

DETAIL OF CASUALTIES TO ALL CLASSES OF EMPLOYEES ON DUTY, SUSTAINED IN TRAIN AND TRAIN SERVICE ACCIDENTS  
ROAD FREIGHT TRAIN OPERATION  
REPORTABLE TO THE INTERSTATE COMMERCE COMMISSION.

STATE OF NEVADA

	DATE (1)	LOCATION (2)	I.C.C. CLASS (3)	TRAIN NUMBER (4)	NO. CARS IN TRAIN (5)	SPEED M.P.H. (6)	PERSON INJURED		ESTIMATED DISABILITY (Days) (9)	DESCRIPTION OF ACCIDENT (10)
							NAME (7)	OCCUPATION (8)		
1940										
(76)	1-20	Inlay	B-J	574	108	Standing	W. B. Hilbish	Brakeman	20	Strained muscles of back while opening vent on car.
(77)	5-3	Desert	B-J	566	84	5	R. Benton	Brakeman	20	Lost hand hold and fell from car to ground stepping from one car to another.
(78)	7-27	Battle Mountain	#L-b	X-3753-W	125	20	W. B. Hilbish	Brakeman	10	Right main crank pin failed and injured brakeman in caboose.
(79)	7-15	Carlin	#B-J	578	96	3	W. A. Lashell	Brakeman	15	Lost balance and fell when train stopped.
(80)	10-26	Valery	#L-b	X-3669-W	98	40	J.W.Airhart	Conductor	4	Employee in caboose injured when reverse gear piston rod stuffing box became disconnected, permitting engine to reverse itself.
(81)	11-16	Clark	#B-J	1-562	98	35	F.E.B.Giese	Conductor	21	Lost balance and fell in caboose as train was stopping.
(82)	11-26	Hill City	B-1	2-561	63	40	F. McVoy	Sec.Foreman	Killed	Motor car struck by train.
(83)	12-10	Valley Pass	B-1	4-576	95	20	W.E.Sorenson	Brakeman	Died	Lost balance and fell between cars.

# = caused from sudden stopping, starting, lurch, or jerk of car or train.

APR. 20, 1941

**STANDARD FORM NO. 64**  
**(Prescribed Form)**

**RESEARCH DESIGN**

ALL CLASSES OF EMPLOYEES ON DUTY.  
ALL CLASSES OF SERVICE.

**STILL MORE**

100-443887-100

	Year	Total Available Miles		Miles Available to all Classes of Motorists in 1961				Total Available Miles		CAPACITY FOR TRAVELING MOTORISTS MILES		
		1961	1962	1961	1962	1961	1962	1961	1962	1961	1962	
(11)	1960	4,977	3,782	8	3	68	43	87	64	14.43	17.43	
(12)	1961	4,985	3,785	6	2	44	43	90	64	11.49	14.09	
(13)	1962	4,977	3,785	2	1	40	38	43	39	9.39	17.39	
(14)	1963	4,985	3,787	2	4	38	38	38	284	4.48	17.34	
(15)	1967	4,986	4,925	2	2	39	38	31	60	4.70	9.80	
(16)	1968	4,986	4,925	2	4	39	40	23	64	4.88	10.77	
(17)	Total 1960-1968	37,236	30,799	38	26	264	443	368	497	Average 6.88	14.38	
(18)	1969	4,933	4,927	1	1	37	38	39	79	4.89	12.36	
(19)	1970	4,929	3,884	4	2	30	33	44	29	3.29	9.78	
(20)	1971	3,946	4,970	1	2	30	43	11	45	3.10	9.14	
(21)	1972	3,943	3,907	1	2	34	34	10	36	4.79	9.35	
(22)	1973	4,974	3,883	-	1	31	34	11	25	4.88	7.29	
(23)	1974	3,889	3,889	-	2	34	39	34	31	4.44	9.47	
(24)	Total 1969-1974	26,624	27,669	6	29	161	284	104	271	Average 4.89	9.48	
(25)	1975	3,314	4,949	-	1	8	43	8	44	2.77	10.36	
(26)	1976	3,479	3,883	1	2	11	44	10	46	3.77	8.44	
(27)	1977	4,889	3,883	1	1	18	46	39	67	4.75	11.29	
(28)	1978	3,380	4,889	-	1	16	38	36	39	4.73	7.68	
(29)	1979	3,454	3,883	1	2	11	41	39	43	9.38	8.38	
(30)	1980	3,933	1,115	1	0	11	34	13	34	3.31	6.16	
(31)	Total 1975-1980	21,997	30,678	27	7	66	261	103	277	Average 4.73	8.81	
(32)	Total 1980	30,678	30,734	43	33	406	967	449	1,001	Average 6.35	11.03	
(33)	COMPARISON OF AVIATION CAPACITY OUT OF DURING DIFFERENT PERIODS										Nevada	Arizona
(34)	Period 1960-1968 compared with 1973-1978 - Decrease										45.98	32.75
(35)	Period 1971-1980 compared with 1963-1968 - Decrease										46.75	38.75
(36)	Period 1971-1980 compared with 1969-1974 - Decrease										1.95	9.05
(37)	Period 1975-1980 compared with 1980 average - Decrease										25.95	20.15

	Year (a)	(Thousands)		Killed		Injured		Casualties		Average		
		Nevada (b)	Arizona (c)	Nevada (d)	Arizona (e)	Nevada (f)	Arizona (g)	Nevada (h)	Arizona (i)	Nevada (j)	Arizona (k)	
(1)	1923	4 777	3 782	2	1	65	65	67	66	14.03	17.43	
(2)	1924	4 350	3 978	6	2	44	62	50	64	11.49	16.09	
(3)	1925	4 577	5 789	3	1	40	98	43	99	9.39	17.28	
(4)	1926	4 380	5 997	2	6	26	98	28	104	6.48	17.34	
(5)	1927	4 464	5 121	2	2	29	98	21	60	4.70	9.80	
(6)	1928	4 766	6 172	3	4	30	60	33	64	6.92	10.37	
(7)	Total 1923-1928	27 236	31 779	16	16	224	441	242	497	8.88	14.38	
(8)	1929	4 835	6 497	2	1	27	78	29	79	6.00	12.16	
(9)	1930	4 485	5 644	4	2	20	53	24	55	5.35	9.73	
(10)	1931	3 546	4 872	1	2	10	43	11	45	3.10	9.24	
(11)	1932	3 045	3 907	1	2	14	34	15	36	4.93	9.21	
(12)	1933	2 734	3 383	-	1	11	24	11	25	4.02	7.39	
(13)	1934	3 089	3 660	-	2	14	29	14	31	4.64	8.47	
(14)	Total 1929-1934	21 645	27 985	8	10	96	261	104	271	4.90	9.68	
(15)	1935	3 114	4 249	-	1	8	43	8	44	2.57	10.36	
(16)	1936	3 673	5 202	1	2	11	44	12	46	3.27	8.84	
(17)	1937	4 080	5 883	1	1	18	66	19	67	4.75	11.39	
(18)	1938	3 383	4 888	-	1	16	38	16	39	4.73	7.98	
(19)	1939	3 654	5 230	14	2	21	41	35	43	9.38	8.22	
(20)	1940	3 933	5 518	1	0	12	34	13	34	3.31	6.16	
(21)	Total 1935-40	21 757	30 970	17	7	86	264	103	273	4.73	8.81	
(22)	Total 18 Years	70 678	90 734	43	33	406	968	449	1 001	6.35	11.03	
(23)	COMPARISON OF AVERAGE CASUALTY RATES DURING DIFFERENT PERIODS										Nevada	Arizona
(24)	Period 1929-1934 compared with 1923-1928 - Decrease										45.9%	32.7%
(25)	Period 1935-1940 compared with 1923-1928 - Decrease										46.7%	38.7%
(26)	Period 1935-1940 compared with 1929-1934 - Decrease										1.5%	9.0%
(27)	Period 1935-1940 compared with 18 year average - Decrease										25.5%	20.1%
* Includes 13 killed and 12 injured in derailment of streamliner CITY OF SAN FRANCISCO at Barney, Nevada, August 12, 1939, caused by malicious tampering with the track.												
COMPARISON OF MAIN TRACK MILEAGE OPERATED AS OF DECEMBER 31, 1939										(miles)	(miles)	
ARIZONA - Main line, Calif-via-Arizona line to Arizona-New Mexico line (via Gila and Bowie) Main line, Salton to Phoenix via Phoenix Main line, Tucson to Arizona-New Mexico line via Douglas										455.92		
										230.42		
										141.95		
Total main lines										808.29		
Branch lines										164.96		
Total										1,273.25		
NEVADA - Main line, California-Nevada line to Nevada-Utah line Main line, California-Nevada line to Pahrump										732.56		
										67.26		
Total main lines										809.82		
Branch lines										153.60		
Total										973.42		



**Defendant's Exhibit No. 277 (Witness J.J. Sullivan)**  
**Apr. 29, 1941**

SOUTHERN PACIFIC COMPANY  
(Pacific Lines)

COMPARISON OF CASUALTY TO  
**ALL CLASSES OF EMPLOYEES ON DUTY,  
ROAD FREIGHT TRAIN OPERATION**

OPERATING IN TRAIN AND TRAIN SERVICE AGREEMENTS  
RESPONSIBLE TO THE INTERSTATE COMMERCE COMMISSION  
FOR YEARS 1923 TO 1940, INCLUSIVE

**SOUTHERN PACIFIC LINES  
STATES OF NEVADA AND ARIZONA**

	Year	FREIGHT TRAIN MILES (Thousands)		FREIGHT TRAIN CAR MILES (Thousands)		CASUALTY TO ALL EMPLOYEES ON DUTY ROAD FREIGHT TRAIN OPERATION						CASUALTY FOR MILLION TRAIN MILES		CASUALTY FOR 100 MILLION CAR MILES	
		Nevada	Arizona	Nevada	Arizona	KILLED		INJURED		TOTAL CASUALTY		Nevada	Arizona	Nevada	Arizona
						(f)	(g)	(h)	(i)	(j)	(k)				
(1)	1923	2 299	1 622	111 817	91 965	1	0	48	13	49	43	21.49	26.51	43.81	44.96
(2)	1924	2 035	1 777	106 707	98 480	3	0	27	34	30	34	14.74	19.13	28.11	34.98
(3)	1925	2 262	2 448	127 116	124 954	1	0	34	56	35	56	15.47	22.88	27.53	44.88
(4)	1926	2 077	2 704	120 622	137 660	1	5	18	45	19	50	9.15	18.49	14.66	36.38
(5)	1927	2 166	2 796	139 992	149 997	2	3	14	32	16	34	7.46	12.16	11.43	24.13
(6)	1928	2 418	2 890	156 869	145 287	2	3	23	36	25	39	10.34	13.68	15.94	26.81
(7)	Total 1923-28	13 197	14 197	772 122	738 913	10	10	144	146	174	206	Average 13.18	Average 18.83	Average 22.54	Average 34.45
(8)	1929	2 380	3 083	150 671	160 332	1	0	20	39	21	39	9.05	12.65	13.94	24.38
(9)	1930	2 097	2 974	147 822	141 512	2	2	15	33	17	35	8.26	13.60	11.98	24.73
(10)	1931	1 688	2 305	123 433	120 015	1	0	6	28	7	28	4.15	12.70	5.67	23.33
(11)	1932	1 514	1 849	111 084	101 295	0	1	11	21	11	28	7.27	11.90	9.91	21.74
(12)	1933	1 364	1 632	104 643	91 142	0	1	20	12	20	13	7.33	7.97	9.35	14.26
(13)	1934	1 512	1 800	128 086	102 303	0	1	12	15	12	16	7.94	8.89	9.83	13.64
(14)	Total 1929-34	10 455	13 143	759 619	716 489	4	5	74	148	98	153	Average 7.44	Average 11.64	Average 10.27	Average 21.35
(15)	1935	1 996	2 300	123 508	118 998	0	0	9	22	7	22	4.39	10.48	5.67	18.55
(16)	1936	1 929	2 452	144 689	132 505	0	2	8	20	8	22	4.15	8.97	5.53	16.60
(17)	1937	2 007	2 796	151 385	148 232	1	1	13	34	14	35	6.98	12.61	9.25	23.61
(18)	1938	1 647	2 301	131 331	130 053	0	1	11	19	11	20	6.68	8.89	8.38	15.38
(19)	1939	1 814	2 598	144 106	142 754	1	1	9	19	8	20	4.41	7.82	5.95	14.81
(20)	1940	2 046	2 770	164 482	155 909	1	0	7	18	8	18	3.91	6.50	4.86	11.55
(21)	Total 1935-40	11 039	14 957	859 501	828 051	3	5	53	132	36	137	Average 5.07	Average 9.16	Average 6.52	Average 16.54
(22)	Total 18 Years	34 691	42 297	2 391 242	2 283 463	17	20	291	526	308	546	Average 8.88	Average 12.91	Average 12.88	Average 23.91
(23)	COMPARISON OF AVERAGE CASUALTY RATES DURING DIFFERENT PERIODS											TRAIN MILE BASIS		CAR MILE BASIS	
(24)	Period 1929-1934 compared with 1923-1928 - Decrease											43.45	35.45	34.45	38.45
(25)	Period 1935-1940 compared with 1923-1928 - Decrease											61.95	49.25	71.15	52.95
(26)	Period 1935-1940 compared with 1929-1934 - Decrease											32.05	21.35	36.55	22.55
(27)	Period 1935-1940 compared with 18 year average - Decrease											42.95	29.05	49.45	30.85

	Year	THREE MILES (Thousands)		ONE MILE (Thousands)		THREE MILES (Thousands)		ONE MILE (Thousands)		THREE MILES (Thousands)		ONE MILE (Thousands)		THREE MILES (Thousands)		ONE MILE (Thousands)	
		(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)	(p)
(1)	1923	2 299	1 628	111 847	91 365	1	0	40	43	40	43	21.09	26.31	43.01	44.94		
(2)	1924	2 035	1 777	106 707	96 480	3	0	27	34	30	34	14.74	19.13	28.11	34.38		
(3)	1925	2 262	2 448	137 118	124 954	1	0	34	36	35	36	15.47	22.08	27.33	44.88		
(4)	1926	2 077	2 704	129 622	137 660	1	5	18	45	19	50	9.15	28.19	14.66	36.38		
(5)	1927	2 146	2 796	139 999	140 997	2	2	14	32	26	34	7.46	12.16	11.43	24.12		
(6)	1928	2 418	2 850	136 889	145 287	2	3	23	36	25	39	10.34	13.68	15.94	26.84		
(7)	Total 1923-28	13 197	14 297	772 122	758 913	10	10	164	246	174	256	Average 13.18	Average 18.03	Average 22.54	Average 24.46		
(8)	1929	2 320	3 083	150 672	140 332	1	0	20	39	21	39	9.05	12.65	13.94	24.38		
(9)	1930	2 097	2 974	147 802	141 512	2	2	15	33	17	35	8.26	13.60	11.30	24.73		
(10)	1931	1 688	2 205	123 433	130 015	1	0	6	28	9	28	4.15	12.70	5.07	23.33		
(11)	1932	1 514	1 869	111 084	101 295	0	1	11	21	11	22	7.27	11.90	9.91	21.74		
(12)	1933	1 364	1 632	104 643	91 142	0	1	20	12	20	13	7.33	7.97	9.35	14.26		
(13)	1934	1 512	1 800	128 086	102 303	0	1	11	15	12	16	7.94	8.89	9.83	15.44		
(14)	Total 1929-34	10 455	13 143	799 619	716 489	4	5	74	148	78	153	Average 7.46	Average 11.64	Average 10.27	Average 21.35		
(15)	1935	1 996	2 200	123 308	118 998	0	0	9	22	7	22	4.39	20.48	5.07	18.93		
(16)	1936	1 989	2 452	144 689	132 305	0	2	8	20	8	22	4.15	8.97	5.33	16.60		
(17)	1937	2 007	2 776	151 385	148 232	1	1	13	34	14	35	6.98	12.61	9.25	23.61		
(18)	1938	1 647	2 301	131 231	130 093	0	1	11	29	11	20	6.68	8.89	8.38	15.38		
(19)	1939	1 814	2 598	144 106	142 754	1	1	7	20	8	20	4.41	7.88	5.95	14.82		
(20)	1940	2 046	2 770	164 482	155 909	1	8	7	18	8	18	3.91	6.30	4.86	11.55		
(21)	Total 1935-40	11 639	14 957	859 501	828 051	3	9	53	132	56	137	Average 5.07	Average 9.16	Average 6.52	Average 16.54		
(22)	Total 18 Years	34 691	42 297	2 391 242	2 283 463	17	20	291	526	308	546	Average 8.08	Average 12.91	Average 12.88	Average 23.91		
(23)	COMPARISON OF AVERAGE CASUALTY RATES DURING DIFFERENT PERIODS												THREE MILES BASIS		ONE MILE BASIS		
(24)	Period 1929-1934 compared with 1923-1928 - Decrease												43.45	35.45	54.45	38.45	
(25)	Period 1935-1940 compared with 1923-1928 - Decrease												61.95	49.25	71.15	52.35	
(26)	Period 1935-1940 compared with 1929-1934 - Decrease												32.05	21.35	36.95	22.95	
(27)	Period 1935-1940 compared with 18 year average - Decrease												42.95	29.05	40.45	30.85	
COMPARISON OF MAIN TRAIL MILES OPERATED AS OF DECEMBER 31, 1939														(miles)	(miles)		
ARIZONA - Main line, California-Arizona line to Arizona-New Mexico line (via Gila and Santa)														493.98			
Main line, Salton to Pecos via Phoenix														219.43			
Main line, Tucson to Arizona-New Mexico line via Douglas														141.95			
Total main lines														855.36			
Branch lines														464.96			
Total														1 320.32			
NEWADA - Main line, California-Newada line to Nevada-Pack line														732.95			
Main line, California-Newada line to Nevada														67.26			
Total main lines														800.21			
Branch lines														153.60			
Total														953.81			







(2) Derailments (D)	a	6 yrs. 1923-28	-	1	-	-	-	-	-	2	-	-	1	-	-	1	1	2
	b	6 yrs. 1929-34	1	3	-	-	1	-	-	-	-	-	-	-	2	3	-	1
	c	5 yrs. 1935-39	-	1	-	-	-	-	-	-	-	-	-	-	-	1	-	1
	d	TOTAL	1	5	-	1	1	-	-	2	-	-	1	-	2	5	1	3
(3) Locomotive boiler (B)	a	6 yrs. 1923-28	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	b	6 yrs. 1929-34	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	c	5 yrs. 1935-39	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	d	TOTAL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
(4) Other locomotive (L)	a	6 yrs. 1923-28	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	b	6 yrs. 1929-34	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	c	5 yrs. 1935-39	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	d	TOTAL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
(5) Miscellaneous train (M)	a	6 yrs. 1923-28	-	6	-	-	-	-	-	-	-	-	-	-	-	6	-	-
	b	6 yrs. 1929-34	-	2	-	2	-	-	-	-	-	-	-	-	-	2	-	2
	c	5 yrs. 1935-39	-	6	-	-	-	-	-	-	-	-	-	-	-	6	-	-
	d	TOTAL	-	14	-	2	-	-	-	-	-	-	-	-	-	14	-	2
(6) Coupling or uncoupling locomotives or cars (S-a)	a	6 yrs. 1923-28	-	3	-	1	-	-	-	-	-	-	-	-	-	3	-	1
	b	6 yrs. 1929-34	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	1
	c	5 yrs. 1935-39	1	-	-	1	-	-	-	-	-	-	-	-	1	-	-	1
	d	TOTAL	1	3	-	3	-	-	-	-	-	-	-	-	1	3	-	3
(7) Coupling or uncoupling air hose, steam hose and safety chains (S-b)	a	6 yrs. 1923-28	-	1	1	-	-	-	-	-	1	-	-	-	-	2	1	-
	b	6 yrs. 1929-34	-	-	-	2	-	-	-	-	-	-	-	-	-	-	-	2
	c	5 yrs. 1935-39	-	2	-	-	-	-	-	-	-	-	-	-	-	2	-	-
	d	TOTAL	-	3	1	2	-	-	-	-	1	-	-	-	-	4	1	2
(8) Operating locomotives (S-c)	a	6 yrs. 1923-28	-	-	-	-	-	11	-	23	-	-	-	-	-	11	-	23
	b	6 yrs. 1929-34	-	-	-	-	-	3	-	18	-	-	-	-	-	3	-	18
	c	5 yrs. 1935-39	-	-	-	-	-	2	-	12	-	-	-	-	-	2	-	12
	d	TOTAL	-	-	-	-	-	16	-	53	-	-	-	-	-	16	-	53
(9) Operating hand brakes (S-d)	a	6 yrs. 1923-28	-	5	1	23	-	-	-	-	-	-	-	-	-	5	1	23
	b	6 yrs. 1929-34	-	1	-	12	-	-	-	-	-	-	-	-	-	1	-	12
	c	5 yrs. 1935-39	-	4	-	14	-	-	-	-	-	-	-	-	-	4	-	14
	d	TOTAL	-	10	1	49	-	-	-	-	-	-	-	-	-	10	1	49
(10) Operating switches (S-e)	a	6 yrs. 1923-28	-	4	-	3	-	-	-	-	-	-	-	-	-	4	-	3
	b	6 yrs. 1929-34	-	2	-	-	-	-	-	-	-	-	-	-	-	2	-	-
	c	5 yrs. 1935-39	-	-	-	1	-	-	-	1	-	-	-	-	-	-	-	1
	d	TOTAL	-	6	-	4	-	-	-	1	-	-	-	-	-	6	-	5
(11) Coming in contact with fixed structures (S-f)	a	6 yrs. 1923-28	1	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-
	b	6 yrs. 1929-34	-	2	-	-	-	1	-	-	-	-	-	-	-	3	-	-
	c	5 yrs. 1935-39	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	d	TOTAL	1	2	-	-	-	1	-	-	-	-	-	-	1	3	-	-
(12) Getting on or off cars or locomotives (S-g)	a	6 yrs. 1923-28	1	29	-	47	-	1	-	1	-	1	-	1	31	-	-	49
	b	6 yrs. 1929-34	-	6	-	26	-	-	-	3	-	-	1	-	6	-	-	30
	c	5 yrs. 1935-39	1	7	-	18	-	-	-	-	-	-	-	1	7	-	-	18
	d	TOTAL	2	42	-	91	-	1	-	4	-	1	-	2	44	-	-	97
(13) Accidents at highway grade crossings (S-h)	a	6 yrs. 1923-28	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	b	6 yrs. 1929-34	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	1
	c	5 yrs. 1935-39	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	d	TOTAL	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	1
(14) Struck or run over by cars or locomotives (S-i)	a	6 yrs. 1923-28	1	4	2	3	-	-	-	2	1	2	2	3	5	4	5	5
	b	6 yrs. 1929-34	1	-	1	-	-	-	-	1	2	1	1	2	2	2	2	1
	c	5 yrs. 1935-39	-	-	2	1	-	-	-	-	-	-	-	-	-	2	1	1
	d	TOTAL	2	4	5	4	-	-	-	3	3	3	3	5	7	8	7	7
(15) Miscellaneous train-service accidents (S-j)	a	6 yrs. 1923-28	4	88	3	127	-	3	-	3	1	2	-	6	5	93	3	136
	b	6 yrs. 1929-34	-	47	2	75	-	4	-	3	-	1	1	-	-	52	3	78
	c	5 yrs. 1935-39	-	23	3	55	-	-	-	3	-	1	-	6	-	24	3	64
	d	TOTAL	4	158	8	257	-	7	-	9	1	4	1	12	5	169	9	278
(16) TOTAL ALL CAUSES	a	6 yrs. 1923-28	7	144	7	207	-	15	-	29	3	5	3	10	10	164	10	246
	b	6 yrs. 1929-34	2	63	3	120	-	8	-	26	1	3	2	2	4	74	5	148
	c	5 yrs. 1935-39	2	43	5	92	-	2	-	16	-	1	-	6	2	46	5	114
	d	GRAND TOTAL	11	250	15	419	-	25	-	71	4	9	5	18	16	284	20	508

**Defendant's Exhibit No. 279 (Witness J.J. Sullivan)**  
**Feb. 6, 1941**

SOUTHERN PACIFIC COMPANY  
(Pacific Lines)

COMPARISON OF CASUALTIES TO

**EIGHT CONDUCTORS, BRAKEMEN AND FLAGMEN ON DUTY**

SUSTAINED IN TRAIN AND TRAIN SERVICE ACCIDENTS  
REPORTABLE TO THE INTERSTATE COMMERCE COMMISSION  
FOR YEARS 1923 TO 1940, INCLUSIVE

**SOUTHERN PACIFIC LINES  
STATES OF NEVADA AND ARIZONA**

	Year (a)	FREIGHT TRAIN MILES (Thousands)		FREIGHT TRAIN CAR MILES (Thousands)		CASUALTIES TO ROAD FREIGHT CONDUCTORS, BRAKEMEN AND FLAGMEN ON DUTY								CASUALTIES PER MILLION TRAIN MILES		CASUALTIES PER 100 MILLION CAR MILES	
		Nevada (b)	Arizona (c)	Nevada (d)	Arizona (e)	KILLED		INJURED		TOTAL CASUALTIES		Nevada (f)	Arizona (g)	Nevada (h)	Arizona (i)	Nevada (j)	Arizona (k)
						Nevada (f)	Arizona (g)	Nevada (h)	Arizona (i)	Nevada (j)	Arizona (k)						
(1)	1923	2 239	1 622	111 847	91 565	1	0	43	32	44	32	19.48	19.73	39.34	34.93		
(2)	1924	2 035	1 777	106 507	96 480	2	0	22	30	24	30	11.79	16.88	22.49	30.46		
(3)	1925	2 262	2 448	127 118	124 934	1	0	31	48	32	48	14.15	19.61	25.17	38.41		
(4)	1926	2 077	2 704	129 688	137 640	0	5	14	34	14	39	6.74	14.42	10.80	28.33		
(5)	1927	2 144	2 794	139 939	140 937	2	1	13	32	15	33	6.99	11.80	10.72	23.41		
(6)	1928	2 418	2 850	156 889	145 287	1	1	21	32	22	32	9.10	11.23	14.02	22.83		
(7)	Total 1923-28	13 197	14 197	772 122	738 913	7	7	144	207	151	214	11.44	15.07	19.36	28.96		
(8)	1929	2 380	3 083	150 671	160 332	1	0	15	32	16	32	6.90	10.38	10.48	19.96		
(9)	1930	2 097	2 574	147 808	141 512	1	1	12	30	13	31	6.52	12.04	8.80	21.91		
(10)	1931	1 688	2 205	123 433	120 015	0	0	5	19	5	19	2.96	8.62	4.05	15.83		
(11)	1932	1 514	1 649	111 024	101 195	0	0	11	17	11	17	7.27	9.19	9.91	16.88		
(12)	1933	1 364	1 632	104 643	91 142	0	1	9	11	9	12	6.60	7.35	8.60	13.17		
(13)	1934	1 512	1 880	122 026	102 303	0	1	11	11	11	12	7.28	6.67	9.01	11.73		
(14)	Total 1929-34	10 435	13 143	799 619	716 499	2	3	63	120	65	123	6.82	9.36	8.56	17.17		
(15)	1935	1 596	2 100	123 508	118 598	0	0	7	17	7	17	4.39	8.10	5.67	14.33		
(16)	1936	1 929	2 452	144 689	132 505	0	2	8	13	8	15	4.15	6.12	5.53	11.32		
(17)	1937	2 007	2 776	131 305	148 232	1	1	13	31	14	32	6.98	11.53	9.25	21.99		
(18)	1938	1 647	2 302	131 331	130 033	0	1	9	17	9	18	5.46	7.82	6.85	13.84		
(19)	1939	1 614	2 558	144 386	142 754	1	1	6	14	7	15	3.86	5.86	4.86	10.51		
(20)	1940	2 046	2 770	144 482	155 909	0	0	7	15	7	15	3.42	5.42	4.26	9.62		
(21)	Total 1935-40	11 039	14 937	879 301	828 051	2	5	50	107	52	112	4.71	7.49	6.05	13.53		
(22)	Total 18 Years	34 691	42 297	2 391 242	2 283 463	12	15	297	434	268	449	7.73	10.62	11.21	19.66		
(23)	COMPARISON OF AVERAGE CASUALTY RATES DURING DIFFERENT PERIODS												TRAIN MILE BASIS		CAR MILE BASIS		
													Nevada	Arizona	Nevada	Arizona	
(24)	Period 1929-1934 compared with 1923-1928												45.65	37.95	36.25	40.75	
(25)	Period 1935-1940 compared with 1923-1928												58.85	50.35	69.15	53.35	
(26)	Period 1935-1940 compared with 1929-1934												24.35	20.05	29.35	21.25	
(27)	Period 1935-1940 compared with 18 year average												39.15	28.35	46.65	31.25	

COMPARISON OF



		THOUSAND TRAIN MILES		THOUSAND CAR MILES		TRAIN AND PASSENGER MILES				TOTAL CARRIAGES		PER MILLION TRAIN MILES		100 MILLION CAR MILES	
		Nevada	Arizona	Nevada	Arizona	Nevada	Arizona	Nevada	Arizona	Nevada	Arizona	Nevada	Arizona	Nevada	Arizona
(11)	1923	2 289	1 420	111 807	91 965	1	0	43	32	44	32	19.48	19.73	39.34	34.95
(12)	1924	2 023	1 777	126 907	98 480	2	0	32	30	24	30	11.79	16.88	22.49	30.46
(13)	1925	2 262	2 448	137 118	124 934	1	0	31	48	32	48	14.15	19.61	25.17	38.41
(14)	1926	2 077	2 704	130 620	137 680	0	5	14	34	14	39	6.74	14.42	10.80	28.33
(15)	1927	2 145	2 705	139 939	140 977	2	1	13	32	15	33	6.99	11.80	10.72	23.41
(16)	1928	2 418	2 820	146 809	143 287	1	1	21	31	28	32	9.10	11.23	14.02	22.83
(17)	Total 1923-28	13 197	14 197	770 120	758 913	7	7	144	207	151	214	Average 11.44	Average 15.07	19.36	28.96
(18)	1929	2 320	2 082	150 071	160 332	1	0	15	32	16	32	6.90	10.38	10.62	19.96
(19)	1930	2 097	2 594	147 882	143 912	1	1	12	30	13	31	6.32	12.04	8.80	21.91
(20)	1931	1 680	2 285	123 433	120 015	0	0	5	19	5	19	2.96	8.62	4.05	15.83
(21)	1932	1 514	1 849	111 024	101 195	0	0	11	17	11	17	7.27	9.19	9.91	16.88
(22)	1933	1 514	1 632	104 663	91 142	0	1	9	11	9	12	6.60	7.75	8.60	13.17
(23)	1934	1 512	1 080	122 028	102 303	0	1	11	11	11	12	7.28	6.67	9.01	11.73
(24)	Total 1929-34	10 481	13 143	779 419	716 499	2	3	63	120	65	123	Average 6.22	Average 9.36	8.56	17.17
(25)	1935	1 596	2 180	123 308	118 598	0	0	7	17	7	17	4.39	8.10	5.67	14.33
(26)	1936	1 989	2 452	144 689	132 505	0	2	8	13	8	15	4.15	6.12	5.53	11.32
(27)	1937	2 007	2 796	151 385	148 232	1	1	13	31	14	32	6.98	11.53	9.25	21.39
(28)	1938	1 647	2 381	152 331	130 013	0	1	9	17	9	18	5.46	7.82	6.85	13.84
(29)	1939	1 614	2 598	144 286	142 754	1	1	6	14	7	15	3.86	5.86	4.86	10.51
(30)	1940	2 046	2 770	164 482	155 909	0	0	7	15	7	15	3.42	5.42	4.26	9.62
(31)	Total 1935-40	11 079	14 977	899 581	828 051	2	5	50	107	52	112	Average 4.71	Average 7.49	6.05	13.53
(32)	Total 28 Years	34 691	42 397	2 391 243	2 287 463	11	15	257	434	268	449	Average 7.73	Average 10.62	11.21	19.66
(33) COMPARISON OF AVERAGE CARRIAGE RATES DURING DIFFERENT PERIODS												TRAIN MILE BASIS		CAR MILE BASIS	
												Nevada	Arizona	Nevada	Arizona
(34) Period 1929-1934 compared with 1923-1928												45.65	37.95	56.25	40.75
(35) Period 1935-1940 compared with 1923-1928												58.85	50.35	69.15	53.35
(36) Period 1935-1940 compared with 1929-1934												24.35	20.05	29.35	21.25
(37) Period 1935-1940 compared with 18 year average												39.15	29.55	46.85	31.25
(38) COMPARISON OF MAIN TRAIL MILES OPERATED AS OF DECEMBER 31, 1939												(miles)	(miles)		
ARIZONA - Main line, California-Arizona line to Arizona-New Mexico line (via Yuma and Route)												455.92			
Main line, Salt Lake to Phoenix via Phoenix												210.42			
Main line, Tucson to Arizona-New Mexico line via Douglas												141.95			
Total main lines														808.29	
Branch lines														464.96	
Total														1,273.25	
NEVADA - Main line, California-Nevada line to Nevada-Utah line												752.36			
Main line, California-Nevada line to Pahrump												67.26			
Total main lines														819.62	
Branch lines														153.60	
Total														973.22	



**Defendant's Exhibit No. 280 (Witness J.J. Sullivan)**  
**Feb. 6, 1941    Apr. 29, 1941**

SOUTHERN PACIFIC COMPANY  
(Pacific Lines)

COMPARISON OF CASUALTIES BY

**TIGHT CONDUCTORS, BRAKEMEN AND FLAGMEN ON DUTY**

SUSTAINED IN TRAIN AND TRAIN SERVICE ACCIDENTS

**CAUSED FROM SUDDEN STOPPING, STARTING, LURCH AND JERK OF TRAIN**

REPORTABLE TO THE INTERSTATE COMMERCE COMMISSION  
FOR THE YEARS 1923 TO 1940, INCLUSIVE

**SOUTHERN PACIFIC LINES  
STATES OF NEVADA AND ARIZONA**

	Year (a)	PASSENGER TRAIN MILES (Thousands)		PASSENGER TRAIN CAR MILES (Thousands)		CASUALTIES TO ROAD FREIGHT CONDUCTORS, BRAKEMEN AND FLAGMEN ON DUTY						CASUALTIES PER MILLION TRAIN MILES		CASUALTIES PER MILLION CAR MILES	
		Nevada (b)	Arizona (c)	Nevada (d)	Arizona (e)	Killed		Injured		Combinations		Nevada (f)	Arizona (g)	Nevada (h)	Arizona (i)
						Nevada (1)	Arizona (2)	Nevada (3)	Arizona (4)	Nevada (5)	Arizona (6)				
(1)	1923	2 259	1 482	111 847	91 545	0	0	18	7	18	7	7.97	4.32	16.09	7.64
(2)	1924	2 035	1 777	106 707	90 490	0	0	8	5	8	5	3.93	2.81	7.90	5.08
(3)	1925	2 742	2 448	127 118	124 954	0	0	8	7	8	7	3.54	2.86	6.29	5.60
(4)	1926	2 077	2 704	129 622	137 640	0	1	2	10	2	11	.96	4.07	1.54	7.99
(5)	1927	2 146	2 796	139 999	160 997	1	0	6	4	7	4	3.26	1.43	5.00	2.84
(6)	1928	2 438	2 030	136 869	145 287	0	0	14	7	14	7	5.79	2.46	8.92	4.82
(7)	Total 1923-28	13 297	14 297	772 128	738 913	1	1	56	40	57	41	Average 4.32	Average 2.89	Average 7.38	Average 5.55
(8)	1929	2 328	3 083	130 071	160 332	0	0	9	6	9	6	3.88	1.95	5.97	3.74
(9)	1930	2 057	2 574	147 882	141 512	0	0	9	11	9	11	4.38	4.27	6.09	7.77
(10)	1931	1 088	2 289	123 433	120 015	0	0	1	10	1	10	.39	4.54	.81	8.33
(11)	1932	1 514	1 840	111 004	101 395	0	0	6	6	6	6	3.95	3.24	5.40	5.93
(12)	1933	1 364	1 432	104 643	91 142	0	0	4	4	4	4	2.93	2.45	3.82	4.39
(13)	1934	1 512	1 800	122 046	102 303	0	0	5	1	5	1	3.31	.96	4.10	.98
(14)	Total 1929-34	10 435	13 143	709 629	716 499	0	0	34	38	34	38	Average 3.25	Average 2.09	Average 4.48	Average 5.30
(15)	1935	1 596	2 100	123 308	118 998	0	0	4	3	4	3	2.51	1.43	3.24	2.53
(16)	1936	1 909	2 432	144 649	132 305	0	0	6	3	6	3	3.11	1.22	4.15	2.26
(17)	1937	2 007	2 776	151 385	148 232	0	0	4	11	4	11	1.99	3.96	2.44	7.42
(18)	1938	1 647	2 301	131 331	130 053	0	0	6	2	6	2	3.64	.87	4.97	1.54
(19)	1939	1 824	2 598	144 386	142 754	0	0	3	4	3	4	1.65	1.96	2.08	2.80
(20)	1940	2 046	2 770	164 452	155 909	0	0	4	1	4	1	1.96	.36	2.43	.64
(21)	Total 1935-40	11 039	14 977	859 501	828 051	0	0	27	24	27	24	Average 2.45	Average 1.60	Average 3.14	Average 2.90
(22)	Total 18 Years	34 691	42 297	2 391 242	2 283 463	1	1	117	102	118	103	Average 3.40	Average 2.44	Average 4.93	Average 4.51
(23)	COMPARISON OF AVERAGE CASUALTY RATES DURING DIFFERENT PERIODS											TRAIN MILE BASIS		CAR MILE BASIS	
(24)	Period 1929 - 1934 compared with 1923-1928 - Decrease											Nevada	Arizona	Nevada	Arizona
(25)	Period 1935 - 1940 compared with 1923-1928 - Decrease											24.85	-	39.35	4.55
(26)	Period 1935 - 1940 compared with 1929-1934 - Decrease											43.35	44.65	37.55	47.75
(27)	Period 1935 - 1940 compared with 18 year average - Decrease											24.65	44.65	39.95	45.75

	Year (A)	FREIGHT TRAIN MILES (Thousands)		FREIGHT TRAIN CAR MILES (Thousands)		CASUALTIES TO ROAD FREIGHT OPERATIONS, EQUIPMENT AND PLACEMENT ON RAIL						CASUALTIES PER MILLION TRAIN MILES		CASUALTIES PER 100 MILLION CAR MILES	
		Nevada (B)	Arizona (C)	Nevada (D)	Arizona (E)	Killed		Injured		Total Casualties		Nevada (I)	Arizona (J)	Nevada (K)	Arizona (L)
						(F)	(G)	(H)	(I)	(J)	(K)				
(1)	1923	2 399	1 682	111 847	91 965	0	0	18	7	18	7	7.97	4.32	16.09	7.64
(2)	1924	2 035	1 777	206 707	98 490	0	0	8	5	8	5	3.93	2.81	7.50	5.08
(3)	1925	2 262	2 448	127 118	124 954	0	0	8	7	8	7	3.54	2.86	6.29	5.60
(4)	1926	2 077	2 704	129 622	137 660	0	1	2	10	2	11	.96	4.07	1.54	7.99
(5)	1927	2 146	2 794	129 939	140 977	1	0	6	4	7	4	3.26	1.43	5.00	2.84
(6)	1928	2 438	2 850	154 889	145 287	0	0	14	7	14	7	5.79	2.46	8.92	4.82
(7)	Total 1923-28	13 297	14 197	772 122	738 913	1	1	56	40	57	41	Average 4.32	Average 2.89	Average 7.38	Average 5.35
(8)	1929	2 320	3 083	150 071	160 322	0	0	9	6	9	6	3.88	1.95	5.97	3.74
(9)	1930	2 077	2 574	147 882	141 512	0	0	9	11	9	11	4.30	4.27	6.09	7.77
(10)	1931	1 688	2 205	120 433	120 015	0	0	1	10	1	10	.99	4.54	.81	8.33
(11)	1932	1 514	1 849	111 024	101 395	0	0	6	6	6	6	3.96	3.24	5.40	5.93
(12)	1933	1 564	1 632	204 643	91 143	0	0	4	4	4	4	2.93	2.43	3.82	4.39
(13)	1934	1 512	1 800	122 026	102 303	0	0	5	1	5	1	3.31	.56	4.10	.98
(14)	Total 1929-34	10 455	13 143	799 629	716 499	0	0	34	38	34	38	Average 3.25	Average 2.89	Average 4.48	Average 5.30
(15)	1935	1 596	2 120	123 508	118 598	0	0	4	3	4	3	2.51	1.43	3.24	2.53
(16)	1936	1 929	2 452	144 689	132 505	0	0	6	3	6	3	3.11	1.22	4.15	2.26
(17)	1937	2 807	2 776	151 305	148 232	0	0	4	11	4	11	1.99	3.96	2.64	7.42
(18)	1938	1 647	2 301	131 331	130 033	0	0	6	2	6	2	3.64	.87	4.97	1.54
(19)	1939	1 814	2 538	144 186	142 754	0	0	3	4	3	4	1.65	1.96	2.08	2.80
(20)	1940	2 046	2 370	164 482	155 909	0	0	4	1	4	1	1.96	.56	2.43	.64
(21)	Total 1935-40	11 039	14 937	899 501	828 051	0	0	27	24	27	24	Average 2.45	Average 1.60	Average 3.14	Average 2.90
(22)	Total 18 Years	34 691	42 677	2 391 242	2 283 463	1	1	117	102	118	103	Average 3.40	Average 2.44	Average 4.93	Average 4.51
(23)	COMPARISON OF AVERAGE CASUALTY RATES DURING DIFFERENT PERIODS											TRAIN MILE BASIS		CAR MILE BASIS	
(24)	Period 1929 - 1934 compared with 1923-1928 - Decrease											Nevada	Arizona	Nevada	Arizona
(25)	Period 1935 - 1940 compared with 1923-1928 - Decrease											24.85	-	39.35	4.55
(26)	Period 1935 - 1940 compared with 1929-1934 - Decrease											43.35	44.65	37.35	47.75
(27)	Period 1935 - 1940 compared with 18 year average - Decrease											24.65	44.65	29.95	45.35
												27.95	34.65	36.35	35.75
COMPARISON OF MAIN TRAIL MILES OPERATED AS OF DECEMBER 31, 1939															
												(miles)	(miles)		
ARIZONA - Main line, California-Arizona line to Arizona-New Mexico line (via Gila and Route)												493.92			
Main line, Bullton to Phoenix via Phoenix												210.43			
Main line, Phoenix to Arizona-New Mexico line via Phoenix												141.92			
Total main lines													846.27		
Branch lines													464.96		
Total													1,311.23		
NEVADA - Main line, California-Nevada line to Nevada-Pack line												732.36			
Main line, California-Nevada line to Pahrump												67.36			
Total main lines													800.72		
Branch lines													139.40		
Total													940.12		

Defendant's Exhibit No. 281 (Witness Sullivan)  
Feb. 6, 1941

FATALITIES, SUBSEQUENT FATALITIES OR AMPUTATION OF LIMBS  
ROAD FREIGHT CONDUCTORS, BRAKEMEN AND FLAGMEN,  
TRAIN AND TRAIN SERVICE ACCIDENTS

REPORTED TO THE INTERSTATE COMMERCE COMMISSION,

YEARS 1923 TO 1939, INCLUSIVE

SOUTHERN PACIFIC COMPANY IN  
STATES OF NEVADA AND ARIZONA

	DATE (a)	LOCATION (b)	NEVADA		LOCATION (e)	ARIZONA		PERSON INJURED		NATURE OF INJURY (j)	DETAIL AND CIRCUMSTANCES OF ACCIDENT (k)
			TRAIN NO. (c)	NO. OF CARS (d)		TRAIN NO. (f)	NO. OF CARS (g)	NAME (h)	OCCUPATION (i)		
(1)	12-19-23	Rosen	X-2524-W	11	-	-	-	J. F. May	Brakeman	Killed	Fell from top of car and run over during switching move.
(2)	10-5-24	Rosen	X-272	54	-	-	-	N. N. Smith	Brakeman	Killed	Attempted to get on 4th car from engine and fell under train.
(3)	10-21-24	Rito	X-3205-W	48	-	-	-	C. C. Vinley	Brakeman	Killed	Fell from top of train
(4)	2-27-25	Montello	X-3205-W	4	-	-	-	F. C. Snooks	Conductor	Right leg amputated	Fell from car and run over.
(5)	9-26-25	Rosen	X-1785-W	40	-	-	-	A. E. Benson	Brakeman	Killed	Crushed between couplers of caboose and rear car of train.
(6)	5-4-27	Clark	24	25	-	-	-	G. Looney	Brakeman	Killed	Leaned out too far from train and struck by bridge.
(7)	10-14-27	Coala	X-3268-W	60	-	-	-	R. Carrigan	Brakeman	Killed	Lost balance and fell from end of car when engine separated from train.
(8)	7-30-28	Walls	X-3228-W	11	-	-	-	C. H. Bingham	Brakeman	Killed	Fell from top of car and run over during switching move.
(9)	9-26-29	Alma	191	5	-	-	-	J. L. Maher	Conductor	Killed	Two cars derailed and turned over account switch not properly lined.
(10)	6-6-30	Rosen	X-3248-W	67	-	-	-	F. J. Littleton	Conductor	Killed	Struck and run over by passenger train.
(11)	6-9-31	Montello	X-4359-W	3	-	-	-	C. F. Cook	Brakeman	Both legs amputated	Missed footing and fell from car while attempting to get down to brake-platform.
(12)	8-10-32	Wagon	X-2772-E	66	-	-	-	A. J. Haskins	Brakeman	Right foot amputated	Fell from car and run over when attempting to get off.
(13)	10-29-32	Montello	X-3228-W	102	-	-	-	S. J. Weaver	Brakeman	Left arm amputated	Helper engine crushed caboose and caught brakeman on caboose platform when sudden stop occurred due to broken brake pipe.
(14)	4-8-37	Rosen	X-3748-W	57	-	-	-	C. B. Huyek	Conductor	Killed	Fell from gangway step of moving engine which was detached from train and was struck by truck structure of tender.
(15)	8-28-39	Valley Pass	X-4034-E	70	-	-	-	Harry DeYoung	Brakeman	Killed	Lost balance, fell from caboose steps and run over when helper engine struck caboose.
(16)	4-24-24	-	-	-	Karro	X-3728-W	64	R. E. Simmonds	Brakeman	Left arm amputated	Fell under train while bleeding brake cylinder on car.
(17)	6-27-24	-	-	-	Mohawk	X-2826-W	65	R. L. Shields	Brakeman	Died	Fell from bridge to ground while getting off train.



(10)	6-6-30	Hansen	X-3248-W	67	-	-	F. J. Littleton	Conductor	Killed	Struck and run over by passenger train.	
(11)	6-9-31	Montello	X-4359-W	3	-	-	C. F. Cook	Brakeman	Both legs amputated	Missed footing and fell from car while attempting to get down to brake-platform.	
(12)	8-10-32	Nuciana	X-2772-E	66	-	-	A. J. Haskins	Brakeman	Right foot amputated	Fell from car and run over when attempting to get off.	
(13)	10-29-32	Montello	X-3228-W	102	-	-	S. J. Weaver	Brakeman	Left arm amputated	Helper engine crushed caboose and caught brakeman on caboose platform when sudden stop occurred due to broken brake pipe.	
(14)	4-8-37	Hansen	X-3748-W	57	-	-	C. B. Huyek	Conductor	Killed	Fell from gangway step of moving engine which was detached from train and was struck by truck structure of tender.	
(15)	8-28-39	Valley Pass	X-4034-E	79	-	-	Harry DeYoung	Brakeman	Killed	Lost balance, fell from caboose steps and run over when helper engine struck caboose.	
(16)	4-24-25	-	-	-	Karro	X-3728-W	64	R. E. Simmons	Brakeman	Left arm amputated	Fell under train while bleeding brake cylinder on car.
(17)	6-27-24	-	-	-	Mohawk	X-2826-W	66	R. L. Shields	Brakeman	Died	Fell from bridge to ground below while getting off train.
(18)	1-1-25	-	-	-	Naticopa	X-2594-W	64	F. E. Martin	Brakeman	Left arm amputated	Fell from moving car and run over when cars coupled to others.
(19)	6-12-25	-	-	-	Casador	X-3448-W	31	H. Tipton	Brakeman	Right leg amputated	Fell under car while attempting to board train.
(20)	2-6-26	-	-	-	Hayden	36	14	A. Millouse	Brakeman	Killed	Caught between cars and run over while coupling air hose.
(21)	3-2-26	-	-	-	Rillito	X-2516-W	64	C. W. Neal	Brakeman	Killed	Fell between cars and run over when train parted due to broken knuckle.
(22)	6-11-26	-	-	-	Stockham	91	66	H. Inskip	Brakeman	Died	Fell from top of train when train parted due to undesired emergency.
(23)	6-14-26	-	-	-	Yuma	430	36	R. J. Goldwater	Brakeman	Killed	Struck by light engine.
(24)	6-29-26	-	-	-	Theba	X-2545-W	66	J. N. Crisp	Brakeman	Killed	Struck by passing passenger train.
(25)	9-8-26	-	-	-	Willcox	X-3713-W	63	C. J. Franklin	Brakeman	Killed	Fell from top of train and run over.
(26)	2-3-27	-	-	-	Harqua	X-2573-W	20	W. J. Carey	Brakeman	Left arm amputated	Fell under train when he came in contact with hand rail on bridge while getting off train.
(27)	8-29-27	-	-	-	Franklin	175	6	M. Reardon	Conductor	Killed	Fell from top of car while releasing hand brake.
(28)	11-22-28	-	-	-	Fairbank	X-3714-W	59	J. R. Robinson	Brakeman	Killed	Fell from top of train and run over.
(29)	4-6-30	-	-	-	Marah	X-3700-W	66	L. D. Cliver	Brakeman	Killed	Fell from top of train and run over.
(30)	9-25-33	-	-	-	Hassayampa	902	70	R. A. Joiner	Brakeman	Killed	Stepped from caboose and fell from bridge to ground below.
(31)	3-8-34	-	-	-	Bisbee Jet.	X-5033-W	45	R. A. Powers	Conductor	Killed	Fell under train attempting to get on.
(32)	5-9-36	-	-	-	Phoenix	901	-	D. B. Ross	Conductor	Killed	Struck and run over while checking train by a cut of 18 cars handled by yard engine moving 12 miles per hour.
(33)	7-15-36	-	-	-	Yuma	X-2518-W	59	L. L. Williams	Brakeman	Killed	Struck and run over by engine of his own train moving on adjacent track.
(34)	7-5-37	-	-	-	Red Rock	903	50	H. B. Thompson	Brakeman	Killed	Fell from top of moving train.
(35)	2-24-38	-	-	-	Pioche	X-3618-W	65	W. C. Ritchie	Brakeman	Killed	Fell from gangway of engine.
(36)	3-29-38	-	-	-	Yuma	X-1721-W	48	W. A. Franks	Conductor	Died	Struck and run over by car handled by yard engine.
(37)	7-30-38	-	-	-	Tucson	962	24	W. F. Kelley	Brakeman	Died	Fell from car to ground when struck by brake club as hand brake released unexpectedly.
(38)	6-28-39	-	-	-	Wellton	902	53	L. W. Milligan	Brakeman	Killed	Fell between moving cars and run over during switching move.

SOUTHERN PACIFIC COMPANY  
(Pacific Lines)

CASUALTIES SUSTAINED IN TRAIN AND TRAIN SERVICE ACCIDENTS  
FROM ALL CAUSES BY

**ALL CLASSES OF EMPLOYEES ON DUTY**  
RESULTING FROM THE OPERATION OF  
**ROAD FREIGHT TRAINS**

REPORTABLE TO THE INTERSTATE COMMERCE COMMISSION  
FOR THE THREE YEARS 1923-1925  
COMPARED WITH  
THE THREE YEARS 1937-1939

**STATE OF NEVADA**

PERIOD (a)	TOTAL FREIGHT LOCOMOTIVE MILES (THOUSANDS) (b)	TOTAL FREIGHT TRAIN MILES (THOUSANDS) (c)	TOTAL FREIGHT TRAIN CAR MILES (THOUSANDS) (d)	AVERAGE CARS PER TRAIN (e)	NUMBER OF CASUALTIES TO EMPLOYEES ON DUTY					NUMBER OF EMPLOYEE CASUALTIES PER		
					TRAIN AND ENGINEERS		OTHER EMPLOYEES		TOTAL EMPLOYEE CASUALTIES (j)	MILLION LOCOMOTIVE MILES (k)	MILLION TRAIN MILES (l)	100 MILLION FREIGHT CAR MILES (m)
					KILLED (f)	INJURED (g)	KILLED (h)	INJURED (i)				
(1) 1923-1925 (3 years)	6,823	6,556	345,672	52.73	(#) 4	(+) 106	(##) 1	3	114	16.71	17.39	32.98
(2) 1937-1939 (3 years)	5,682	5,468	426,822	78.06	(###) 1	(=) 31	None	1	33	5.81	6.04	7.73
				RATIO (1.48)						RATIO (2.88)	RATIO (2.88)	RATIO (4.27)
IMPROVEMENT 3 YEARS 1937-1939 COMPARED WITH 3 YEARS 1923-1925										65.23%	65.27%	76.56%
<p>(#) A brakeman fell from an 11 car train and was run over and killed at Hazen, December 19th, 1923; A brakeman fell from a 48 car train and was run over and killed at Elko, October 21st, 1924; A brakeman fell boarding a 54 car train and killed at Hazen, October 5th, 1924; and A brakeman was killed between couplers of caboose and train of 40 cars at Hazen, September 26th, 1925.</p> <p>(##) A railway police officer fell from a 60 car train and was run over and killed at Huxley, November 8th, 1924.</p> <p>(###) A conductor was killed when he fell from gangway ladder of moving engine, which had been detached from a 57 car train, at Hazen, April 8th, 1937.</p> <p>(+) Includes 96 freight conductors, brakemen and flagmen.</p> <p>(=) Includes 28 freight conductors, brakemen and flagmen.</p>												



SOUTHERN PACIFIC COMPANY  
(Pacific Lines) ©

**CASUALTIES TO ALL CLASSES OF EMPLOYEES OFF DUTY**

ROAD FREIGHT TRAIN OPERATION  
SUSTAINED IN TRAIN AND TRAIN SERVICE ACCIDENTS  
REPORTABLE TO THE INTERSTATE COMMERCE COMMISSION  
YEARS 1923 TO 1939, INCLUSIVE

STATE OF ARIZONA

(1)	YEAR (a)	TOTAL FREIGHT TRAIN MILES (THOUSANDS) (b)	TOTAL FREIGHT TRAIN CAR MILES (THOUSANDS) (c)	NUMBER OF CASUALTIES TO EMPLOYEES OFF DUTY						CASUALTIES PER MILLION TRAIN MILES			CASUALTIES PER 100 MILLION CAR MILES			
				ROAD FREIGHT CONDUCTORS AND BRAKEMEN OFF DUTY			ALL OTHER EMPLOYEES OFF DUTY			GRAND TOTAL ALL CASUALTIES (j)	ROAD FREIGHT CONDUCTORS & BRAKEMEN OFF DUTY (k)	OTHER EMPLOYEES OFF DUTY (l)	ALL CLASSES EMPLOYEES OFF DUTY (m)	ROAD FREIGHT CONDUCTORS & BRAKEMEN OFF DUTY (n)	OTHER EMPLOYEES OFF DUTY (o)	ALL CLASSES EMPLOYEES OFF DUTY (p)
				KILLED (d)	INJURED (e)	TOTAL (f)	KILLED (g)	INJURED (h)	TOTAL (i)							
(1)	1923	1 622	91 565	-	-	-	2	-	-	-	-	-	-	-	-	-
(2)	1924	1 777	98 490	-	-	-	-	2	2	2	-	1.13	1.13	-	2.03	2.03
(3)	1925	2 448	124 954	-	-	-	-	-	-	-	-	-	-	-	-	-
(4)	1926	2 704	137 660	-	-	-	-	-	-	-	-	-	-	-	-	-
(5)	1927	2 796	140 957	-	-	-	-	-	-	-	-	-	-	-	-	-
(6)	1928	2 850	145 287	-	-	-	-	-	-	-	-	-	-	-	-	-
(7)	TOTAL 1923-28	14 197	738 913	-	-	-	-	2	2	2	-	.14	.14	-	.27	.27
(8)	1929	3 083	160 332	-	-	-	-	-	-	-	-	-	-	-	-	-
(9)	1930	2 574	141 512	-	1	1	-	-	-	1	.39	-	.39	.71	-	.71
(10)	1931	2 205	120 015	-	-	-	-	-	-	-	-	-	-	-	-	-
(11)	1932	1 849	101 195	-	-	-	-	-	-	-	-	-	-	-	-	-
(12)	1933	1 632	91 142	-	-	-	-	-	-	-	-	-	-	-	-	-
(13)	1934	1 800	102 303	-	-	-	-	-	-	-	-	-	-	-	-	-
(14)	TOTAL 1929-34	13 143	716 499	-	1	1	-	-	-	1	.08	-	.08	.14	-	.14
(15)	1935	2 100	118 598	-	-	-	-	-	-	-	-	-	-	-	-	-
(16)	1936	2 452	132 505	-	-	-	-	-	-	-	-	-	-	-	-	-
(17)	1937	2 776	148 232	-	1	1	-	1	1	2	.36	.36	.72	.67	.67	1.35
(18)	1938	2 301	130 053	-	-	-	-	-	-	-	-	-	-	-	-	-
(19)	1939	2 558	142 754	-	-	-	-	1	1	1	-	.39	.39	-	.70	.70
(20)	TOTAL 1935-39	12 187	672 142	-	1	1	-	2	2	3	.08	.16	.25	.15	.30	.45
(21)	GRAND TOTAL 1923-39	39 527	2 127 554	-	2	2	-	4	4	6	.05	.10	.15	.09	.19	.28



SOUTHERN PACIFIC COMPANY  
(Pacific Lines)DETAIL OF CASUALTIES TO ALL CLASSES OF EMPLOYEES OFF DUTY  
ROAD FREIGHT TRAIN OPERATION  
SUSTAINED IN TRAIN AND TRAIN-SERVICE ACCIDENTS  
REPORTABLE TO THE INTERSTATE COMMERCE COMMISSION  
YEARS 1923 TO 1939, INCLUSIVE

## STATE OF ARIZONA

	DATE (a)	LOCATION (b)	I.C.C. CLASS. (c)	TRAIN NUMBER (d)	NO. CARS IN TRAIN (e)	SPEED (M.P.H.) (f)	PERSONS INJURED		ESTIMATED DISABILITY (DAYS) (i)	DESCRIPTION OF ACCIDENT (j)
							NAME (g)	OCCUPATION (EMPLOYEES OFF DUTY) (h)		
(1)	2-18-24	Sentinel	# S-J	X-2732-W	60	30	W.J. Waidler	Deadhead engineer	4	Rough stop due to undesired emergency account dirty triple, injured engineer in caboose.
(2)	9-14-24	Tucson	# S-J	X-3661-W	60	6	C.H. Simmonds	Deadhead engineer	20	Slipped on top of engine tank due to run-in of slack.
(3)	5-26-30	Phoenix	S-J	432	55	Standing	W.W. Pettis	Conductor	30	Hand slipped between grab iron and end of car when crossing over between cars.
(4)	7-15-37	Tucson	# S-J	X-3309-W	62	5	G.B. Palmer	Deadhead conductor	7	Thrown against end of caboose when engineer made emergency stop on account of switch not properly lined for train movement.
(5)	9-20-37	Reppy	S-J	884	45	20	R. Tapia	Ex. gang laborer	Permanent	Fell from top of train to ground and run over; right leg severed.
(6)	9- 7-39	Musina	S-J	X-3309-W	54	35	J. Nieto	Ex. gang laborer	45	Lost hold in coach door way and fell from train.

# Sudden stopping, starting, lurch or jerk of train or car

## Main Track Mileage as of December 31, 1939

ARIZONA Main Line - California-Arizona Line to Arizona-New Mexico Line, (Via Gila and Bowie).....	455.92
Main Line - Wellton to Picocho, via Phoenix .....	210.42
Main Line - Tucson to Arizona-New Mexico Line, via Douglas .....	161.95
Total Main Line .....	808.29
Total Branch Lines .....	164.96
Grand Total .....	1,273.25

SOUTHERN PACIFIC COMPANY  
(Pacific Lines)

**CASUALTIES TO ALL CLASSES OF EMPLOYES OFF DUTY**

ROAD FREIGHT TRAIN OPERATION  
SUSTAINED IN TRAIN AND TRAIN SERVICE ACCIDENTS  
REPORTABLE TO THE INTERSTATE COMMERCE COMMISSION  
YEARS 1923 TO 1939, INCLUSIVE

STATE OF NEVADA

	YEAR	TOTAL FREIGHT TRAIN MILES (THOUSANDS)	TOTAL FREIGHT TRAIN CAR MILES (THOUSANDS)	NUMBER OF CASUALTIES TO EMPLOYEES OFF DUTY						CASUALTIES PER MILLION TRAIN MILES			CASUALTIES PER 100 MILLION CAR MILES			
				ROAD FREIGHT CONDUCTORS AND BRAKEMEN OFF DUTY			ALL OTHER EMPLOYEES OFF DUTY			GRAND TOTAL ALL CASUALTIES	ROAD FREIGHT CONDUCTORS & BRAKEMEN OFF DUTY	OTHER EMPLOYEES OFF DUTY	ALL CLASSES EMPLOYEES OFF DUTY	ROAD FREIGHT CONDUCTORS & BRAKEMEN OFF DUTY	OTHER EMPLOYEES OFF DUTY	ALL CLASSES EMPLOYEES OFF DUTY
				KILLED	INJURED	TOTAL	KILLED	INJURED	TOTAL							
(1)	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)	(p)
(1)	1923	2 259	111 847	-	-	-	-	-	-	-	-	-	-	-	-	-
(2)	1924	2 035	106 707	-	3	3	-	1	1	4	1.47	.49	1.96	2.82	.94	3.76
(3)	1925	2 262	127 118	-	1	1	-	-	-	1	.44	-	.44	.79	-	.79
(4)	1926	2 077	129 622	-	2	-	1	1	2	2	-	.96	.96	-	1.55	1.55
(5)	1927	2 146	139 959	-	-	-	-	-	-	-	-	-	-	-	-	-
(6)	1928	2 418	156 869	-	2	2	-	-	-	2	.83	-	.83	1.28	-	1.28
(7)	TOTAL 1923-28	13 197	772 122	-	6	6	1	2	3	9	.45	.23	.68	.78	.39	1.17
(8)	1929	2 320	190 671	-	-	-	-	-	-	-	-	-	-	-	-	-
(9)	1930	2 057	147 802	-	-	-	-	-	-	-	-	-	-	-	-	-
(10)	1931	1 688	123 433	-	-	-	-	-	-	-	-	-	-	-	-	-
(11)	1932	1 514	111 024	-	-	-	-	-	-	-	-	-	-	-	-	-
(12)	1933	1 364	104 663	-	-	-	-	-	-	-	-	-	-	-	-	-
(13)	1934	1 512	122 026	-	-	-	-	-	-	-	-	-	-	-	-	-
(14)	TOTAL 1929-34	10 455	759 619	-	-	-	-	-	-	-	-	-	-	-	-	-
(15)	1935	1 596	123 508	-	-	-	-	-	-	-	-	-	-	-	-	-
(16)	1936	1 929	144 689	-	1	1	-	-	-	1	.52	-	.52	.69	-	.69
(17)	1937	2 007	151 385	-	-	-	-	-	-	-	-	-	-	-	-	-
(18)	1938	1 647	131 331	-	-	-	-	-	-	-	-	-	-	-	-	-
(19)	1939	1 814	144 106	-	-	-	-	-	-	-	-	-	-	-	-	-
(20)	TOTAL 1935-39	8 993	695 019	-	1	1	-	-	-	1	.11	-	.11	.14	-	.14
(21)	GRAND TOTAL 1923-39	32 645	2 226 760	-	7	7	1	2	3	10	.21	.09	.31	.31	.13	.45

NOTE: Columns (f) and (j) include 6 trainmen "deadheading," of which class none have been injured since September 3, 1928.

Sheet 2 of 2 sheets

SOUTHERN PACIFIC COMPANY  
(Pacific Lines)DETAIL OF CASUALTIES TO ALL CLASSES OF EMPLOYEES OFF DUTY  
ROAD FREIGHT TRAIN OPERATION  
SUSTAINED IN TRAIN AND TRAIN-SERVICE ACCIDENTS  
REPORTABLE TO THE INTERSTATE COMMERCE COMMISSION  
YEARS 1923 TO 1939, INCLUSIVE

## STATE OF NEVADA

	DATE (a)	LOCATION (b)	I.C.C. CLASS. (c)	TRAIN NUMBER (d)	NO. CARS IN TRAIN (e)	SPEED (M.P.H.) (f)	PERSONS INJURED		ESTIMATED DISABILITY (DAYS) (i)	DESCRIPTION OF ACCIDENT (j)
							NAME (g)	OCCUPATION (EMPLOYEES OFF DUTY) (h)		
(1)	8-23-24	Fernon	# S-J	X-3233-W	91	5	J.A. Child J.E. White	Deadhead conductor Deadhead brakeman	6 6	Heading out of siding, undesired emergency action of brakes occurred when engineer made service application. Sudden stop knocked caboose off center and injured deadhead trainmen in caboose.
(2)	7-28-24	Beowawe	# S-J	X-2831-W	55	2	D. Caballo	Ex. gang laborer	10	Lost balance and fell against stove when engine coupled to cut off outfit cars while switching.
(3)	1-14-24	Inlay	S-g	276	5	4	A.A. Conant	Deadhead brakeman	Permanent	Engine handling five cabooses, injured man getting off caboose fell under wheels crushing leg.
(4)	8-15-25	Inlay	# S-J	X-2526-W	55	6	W. Mahood	Deadhead brakeman	30	Sudden stop due to undesired emergency as train being stopped in yard, threw deadhead brakeman against window frame in cupola.
(5)	8-2-26	Beowawe	S-1	4/272	63	10	J. Lyons	Asst. E&B foreman	60	Walking alongside train intending to board caboose, stumbled on rock and fell under train.
(6)	3-17-26	Mill City	S-1	253	77	30	P. Baldaras	Ex. gang laborer	Killed	Struck by train.
(7)	1-1-28	Elko	# W-b	1/276	88	7	J.A. Wakefield	Deadhead brakeman	7	Train parted due to drawbar pulling out of second car from engine. Sudden stop damaged 74th and 75th cars and caused deadhead brakeman in caboose to sprain ankle.
(8)	9-3-28	Sparks	# S-J	X-3269-W	76	6	C.D. Bates	Deadhead brakeman	10	Deadhead brakeman in caboose thrown against stove when slack was taken in train as engineer reopened throttle after having shut off approaching yard.
(9)	10-13-36	Inlay	S-J	None	2	Standing	W.B. Hilbish	Brakeman	30	Lost balance and fell from top of caboose to ground.

# - Sudden stopping, starting, lurch or jerk of train or cars.

NOTE: No casualties to trainmen deadheading on road freight trains in the State of Nevada since September 3rd, 1928.

## Main Track Mileage as of December 31, 1939

NEVADA	Main Line - California-Nevada Line to Nevada-Utah Line .....	752.56
	Main Line - California-Nevada Line to Fernley .....	67.26
	Total Main Line .....	819.82
	Total Branch Lines .....	153.60
	Grand Total .....	973.42

5860



Defendant's Exhibit No. 285 (Witness J. J. Sullivan) Witness  
Feb. 6, 1941

CASUALTIES TO PERSONS CARRIED UNDER CONTRACT  
(LIVESTOCK CARETAKERS, BANANA MESSENGERS, ETC.)  
ROAD FREIGHT TRAINS, SUSTAINED IN TRAIN AND TRAIN SERVICE ACCIDENTS,  
REPORTABLE TO THE INTERSTATE COMMERCE COMMISSION,  
FOR THE YEARS 1923 TO 1939 INCLUSIVE

SOUTHERN PACIFIC COMPANY  
IN  
STATES OF NEVADA AND ARIZONA

STATE OF NEVADA							
	DATE (a)	LOCATION (b)	TRAIN NUMBER (c)	NO. OF CARS (d)	CASUALTIES (e)	DISABILITY (DAYS) (f)	DETAILS AND CIRCUMSTANCES OF ACCIDENT (g)
(1)	11-20-25	Hasen	X-2521-W	54	1 Livestock caretaker	60	Going over top of train toward engine, misjudged footing and fell between cars. Hand crushed and face bruised.

NO REPORTABLE CASUALTIES TO CARETAKERS,  
ETC., ON FREIGHT TRAINS IN NEVADA SINCE  
NOVEMBER 20th, 1925

STATE OF ARIZONA							
(2)	2-10-23	Rillito	2-244	58	1 Banana messenger	5	Rough stop caused by undesired emergency threw man against cupola steps.
(3)	12-23-23	San Simon	X-3660-W	50	1 Banana messenger	3	Sudden stop caused by emergency application by engineer to avoid running through switch threw man down in caboose.
(4)	3- 8-25	Artes	X-2778-W	68	1 Livestock caretaker	30	Kicked by steer when inside of car.
(5)	1-26-26	Lewis Springs	X-3653-W	70	1 Livestock caretaker	3	Sudden stop due to train parting.
(6)	8-17-26	Lusoma	417	47	1 Emig. mov. caretaker	30	Car cut off while switching collided with caboose of train injuring man therein.
(7)	6- 7-28	Palfa	437	56	1 Livestock caretaker	8	Rough coupling to caboose during switching move.
(8)	7- 4-28	Douglas	1-310	59	1 Livestock caretaker	30	Sudden stop due to train parting.
(9)	4-23-31	Phoenix	431	68	1 Livestock caretaker	30	Thrown down in caboose when engineer applied brakes in emergency to avoid striking automobile on street crossing.
(10)	11-21-31	Gila	X-3616-W	66	1 Livestock caretaker	30	Missed footing when alighting from caboose.
(11)	9- 2-33	Bowie	X-5023-W	55	1 Livestock caretaker	7	Foot slipped and knee struck grab iron of car.
(12)	2-17-34	Yuma	X-5022-W	61	1 Livestock caretaker	3	Caught finger in door fastener while securing car door.

NO REPORTABLE CASUALTIES TO CARETAKERS,  
ETC., ON FREIGHT TRAINS IN ARIZONA SINCE  
FEBRUARY 17th, 1934.

**SOUTHERN PACIFIC COMPANY**  
(Pacific Lines)

STATE OF ARIZONA

[illegible]

# FREIGHT CAR EQUIPMENT

SAFETY COMMISSION

U.S.C.C. CAUSE CODE NUMBERS								
2788)	DRAFT RIGGING (IOC 2800 TO 2899)		CAR BODIES & OTHER PARTS OF EQUIPMENT (IOC 2900 TO 2999)		TOTAL (IOC 2300 TO 2399)		NUMBER OF DERAILMENTS PER	
	Number of Accidents (a)	Damage (b)	Number of Accidents (c)	Damage (d)	Number of Accidents (e)	Damage (f)	Million Train Miles (g)	100 Million Car Miles (h)
-	-	-	1	\$945	6	84 730	3.70	6.95
-	-	-	-	-	7	30 551	3.94	7.11
-	1	\$960	2	1 501	(a) 20	57 346	8.17	16.01
-	-	-	-	-	11	9 996	4.07	7.99
\$653	-	-	-	-	(b) 8	15 607	2.86	5.68
-	-	-	-	-	6	2 589	2.11	4.13
							Average	
653	1	960	3	2 446	(a) 58 (b) 58	120 839	4.09	7.85
-	-	-	-	-	6	19 986	1.95	3.74
-	1	330	-	-	5	2 007	1.94	3.53
-	1	9 027	-	-	4	14 120	1.81	3.33
-	-	-	-	-	1	381	.54	.99
-	1	328	-	-	3	1 418	1.84	3.29
-	-	-	-	-	2	1 034	1.11	1.95
							Average	
-	3	9 685	-	-	21	38 946	1.60	2.93
-	-	-	-	-	3	12 274	1.43	2.53
-	1	370	-	-	2	4 218	.82	1.51
-	2	1 085	-	-	12	18 148	4.32	8.10
-	1	461	-	-	4	3 188	1.74	3.08
-	-	-	-	-	2	1 104	.78	1.40
-	-	-	-	-	4	3 691	1.11	2.07



DESCRIPTION OR NATURE OF DEFECT OR FAILURE OF EQUIPMENT, AND I.C.C. CAUSE CODE NUMBERS																		
Year (a)	Freight Train Miles (Thousands) (b)	Freight Train Car Miles (Thousands) (c)	TRUCKS (IOC 2300 TO 2399)		WHEELS & AXLES (IOC 2400 TO 2499)		AIR-BRAKES AND APPOINTMENTS (IOC 2500 TO 2599)		HAND BRAKES AND BRAKE RIGGING (IOC 2600 TO 2699)		COUPLERS (IOC 2700 TO 2799)		DRAFT RIGGING (IOC 2800 TO 2899)		CAR BODIES & OTHER PARTS OF EQUIPMENT (IOC 2900 TO 2999)		(IOC Number of Accidents (r)	
			Number of Accidents (d)	Damage (e)	Number of Accidents (f)	Damage (g)	Number of Accidents (h)	Damage (i)	Number of Accidents (j)	Damage (k)	Number of Accidents (l)	Damage (m)	Number of Accidents (n)	Damage (o)	Number of Accidents (p)	Damage (q)		
(1)	1923	1 622	91 565	-	-	3	\$985	2	\$2 820	-	-	-	-	-	-	1	\$945	6
(2)	1924	1 777	98 490	1	\$222	5	30 029	1	300	-	-	-	-	-	-	-	-	7
(3)	1925	2 448	124 954	(a) 9	16 934	7	37 661	1	290	-	-	-	-	1	\$960	2	1 501	(a) 20
(4)	1926	2 704	137 660	1	490	8	7 421	1	1 560	1	\$525	-	-	-	-	-	-	11
(5)	1927	2 796	140 957	3	1 016	4	13 938	-	-	-	-	(b) 1	\$653	-	-	-	-	(b) 8
(6)	1928	2 850	145 287	4	1 382	2	1 207	-	-	-	-	-	-	-	-	-	-	6
(7)	Total 6 years 1923-1928	14 197	738 913	18	20 044	29	91 241	5	4 970	1	525	(b) 1	653	1	960	3	2 446	(a) (b) 58
(8)	1929	3 083	160 332	2	11 198	3	2 125	-	-	1	6 663	-	-	-	-	-	-	6
(9)	1930	2 574	141 512	2	1 264	2	413	-	-	-	-	-	-	1	330	-	-	5
(10)	1931	2 205	120 015	1	202	-	-	-	-	2	4 891	-	-	1	9 027	-	-	4
(11)	1932	1 849	101 195	-	-	1	381	-	-	-	-	-	-	-	-	-	-	1
(12)	1933	1 632	91 142	-	-	-	-	2	1 090	-	-	-	-	1	328	-	-	3
(13)	1934	1 800	102 303	-	-	1	500	1	534	-	-	-	-	-	-	-	-	2
(14)	Total 6 years 1929-1934	13 143	716 499	5	12 664	7	3 419	3	1 624	3	11 554	-	-	3	9 685	-	-	21
(15)	1935	2 100	118 598	1	656	1	10 118	1	1 500	-	-	-	-	-	-	-	-	3
(16)	1936	2 452	132 505	-	-	1	3 848	-	-	-	-	-	-	1	370	-	-	2
(17)	1937	2 776	148 232	5	7 601	4	8 491	-	-	1	971	-	-	2	1 085	-	-	12
(18)	1938	2 301	130 053	-	-	2	2 108	-	-	1	619	-	-	1	461	-	-	4
(19)	1939	2 558	142 754	1	180	1	924	-	-	-	-	-	-	-	-	-	-	2
(20)	1940	2 770	155 909	1	867	2	2 136	-	-	1	681	-	-	-	-	-	-	4
(21)	Total 6 Years 1935-1940	14 957	828 051	8	9 304	11	27 625	1	1 500	3	2 271	-	-	4	1 916	-	-	27
(22)	Total 18 Years 1923-1940	42 297	2 233 463	31	42 012	47	122 285	9	8 094	7	14 350	1	653	8	12 561	3	2 446	106
(23)	Total 18 Years 1923-1940	Number of Accidents Per 100 Million Car Miles		1.36	-	2.06	-	.39	-	.31	-	.04	-	.35	-	.13	-	4.64

(a) 1 engineer killed  
(b) 1 telegraph lineman killed

\*DAMAGE\* includes damage to equipment, track and structures, and cost of clearing wrecks.

U I.C.C. CAUSE CODE NUMBERS

2784)	DRAFT RIGGING (IC 2800 TO 2888)		CAR BODIES & OTHER PARTS OF EQUIPMENT (IC 2900 TO 2988)		TOTAL (IC 2900 TO 2988)		NUMBER OF DERAILMENTS PER	
	Number of Accidents (a)	Damage (b)	Number of Accidents (c)	Damage (d)	Number of Accidents (e)	Damage (f)	Million Train Miles (g)	100 Million Car Miles (h)
-	-	-	1	\$945	6	\$4 750	3.70	6.55
-	-	-	-	-	7	30 551	3.94	7.11
-	1	\$960	2	1 901	(a) 20	57 346	8.17	16.01
-	-	-	-	-	11	9 996	4.07	7.99
\$653	-	-	-	-	(b) 8	15 607	2.86	5.68
-	-	-	-	-	6	2 589	2.11	4.13
Average								
653	1	960	3	2 446	(a) 58 (b) 58	120 839	4.09	7.85
-	-	-	-	-	6	19 986	1.95	3.74
-	1	330	-	-	5	2 007	1.94	3.53
-	1	9 027	-	-	4	14 120	1.81	3.33
-	-	-	-	-	1	381	.54	.99
-	1	328	-	-	3	1 418	1.84	3.29
-	-	-	-	-	2	1 034	1.11	1.95
Average								
-	3	9 685	-	-	21	38 946	1.60	2.93
-	-	-	-	-	3	12 274	1.43	2.53
-	1	370	-	-	2	4 218	.82	1.51
-	2	1 085	-	-	12	18 148	4.32	8.10
-	1	461	-	-	4	3 188	1.74	3.08
-	-	-	-	-	2	1 104	.78	1.40
-	-	-	-	-	4	3 684	1.44	2.57
Average								
-	4	1 916	-	-	27	42 616	1.81	3.26
Average								
653	8	1 561	3	2 446	106	202 401	2.51	4.64
-	.35	-	.13	-	4.64	-	-	-
5862								

t of clearing wrecks.



Apr. 29, 1941

SOUTHERN PACIFIC COMPANY  
(Pacific Lines)

DERAILMENTS CAUSED BY DEFECTS IN OR FAILURES OF FREIGHT CAR EQUIPMENT

ROAD FREIGHT TRAINS, INCLUDING MIXED REPORTABLE TO THE INTERSTATE COMMERCE COMMISSION  
YEARS 1923 TO 1940, INCLUSIVE

STATE OF NEVADA

Year	Freight Train Miles (Thousands) (b)	Freight Train Car Miles (Thousands) (c)	DESCRIPTION OR NATURE OF DEFECT OR FAILURE OF EQUIPMENT, AND I.C.C. CAUSE CODE NUMBERS																NUMBER OF DERAILMENTS PER	
			TRUCKS (ICC 2300 TO 2388)		WHEELS & AXLES (ICC 2400 TO 2488)		AIR-BRAKES AND APPURTENANCES (ICC 2500 TO 2588)		HAND BRAKES AND BRAKE RIGGING (ICC 2600 TO 2688)		COUPLERS (ICC 2700 TO 2788)		DRAFT RIGGING (ICC 2800 TO 2888)		CAR BODIES & OTHER PARTS OF EQUIPMENT (ICC 2900 TO 2988)		TOTAL (ICC 2300 TO 2988)			
			Number of Accidents (d)	Damage (e)	Number of Accidents (f)	Damage (g)	Number of Accidents (h)	Damage (i)	Number of Accidents (j)	Damage (k)	Number of Accidents (l)	Damage (m)	Number of Accidents (n)	Damage (o)	Number of Accidents (p)	Damage (q)	Number of Accidents (r)	Damage (s)	Million Train Miles (t)	100 Miles Car Miles (u)
23	2 259	111 847	-	-	4	\$2 626	-	-	1	\$200	1	\$1 160	1	\$183	-	-	7	\$4 169	3.10	6.
24	2 035	106 707	-	-	4	12 161	-	-	-	-	-	-	-	-	-	-	4	12 161	1.97	3.7
25	2 262	127 118	2	900	4	5 570	2	1 080	1	228	-	-	2	888	-	-	11	8 666	4.86	8.6
26	2 077	129 622	-	-	-	-	-	-	1	432	-	-	-	-	-	-	1	432	.48	.7
27	2 146	139 959	1	305	2	1 498	-	-	1	4 846	-	-	3	2 203	1	285	8	9 137	3.73	5.7
28	2 418	156 869	-	-	4	1 906	-	-	-	-	-	-	1	3 200	1	425	6	5 531	2.48	3.8
all 1928	13 197	772 122	3	1 205	18	23 761	2	1 080	4	5 706	1	1 160	7	6 474	2	710	37	40 096	2.80	4.79
29	2 320	150 671	2	536	-	-	-	-	-	-	-	-	-	-	-	-	2	536	.86	1.39
30	2 057	147 802	-	-	3	1 452	-	-	-	-	1	1 703	-	-	1	900	5	4 055	2.43	3.38
31	1 688	123 433	-	-	-	-	-	-	1	180	1	945	1	315	-	-	3	1 440	1.78	2.43
32	1 514	111 024	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
33	1 364	104 663	-	-	-	-	-	-	(a) 1	437	1	1 049	-	-	-	-	(a) 2	1 486	1.47	1.9
34	1 512	122 026	(b) 1	3 000	1	162	-	-	-	-	1	200	-	-	-	-	(b) 3	3 362	1.98	2.4
all 1934	10 455	759 619	3	3 536	4	1 614	-	-	2	617	4	3 897	1	315	1	900	15	10 879	1.43	1.9
35	1 995	123 508	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
36	1 929	144 689	1	443	(a) 2	39 532	-	-	1	667	-	-	-	-	-	-	(a) 4	40 642	2.07	2.7
37	2 007	151 385	2	1 182	1	495	-	-	-	-	-	-	2	1 135	-	-	5	2 812	2.49	3.3
38	1 647	131 331	1	1 623	1	667	-	-	-	-	-	-	1	1 229	-	-	1	3 519	1.82	2.4
39	1 814	141 106	-	-	1	2 193	-	-	-	-	-	-	-	-	-	-	2	2 193	.55	.6
40	2 046	164 422	1	155	2	1 011	-	-	2	512	-	-	-	-	-	-	5	1 670	2.44	3.0
all 1940	11 039	859 501	5	3 403	7	44 088	-	-	3	1 181	-	-	3	2 364	-	-	18	51 036	1.63	2.0



DESCRIPTION OR NATURE OF DEFECT OR FAILURE OF EQUIPMENT, AND I.C.C. CAUSE CODE NUMBERS																			
Freight Train Miles (Thousands) (b)	Freight Train Car Miles (Thousands) (c)	TRUCKS (ICC 2300 TO 2388)		WHEELS & AXLES (ICC 2400 TO 2488)		AIR-BRAKES AND APPURTENANCES (ICC 2500 TO 2588)		HAND BRAKES AND BRAKE RIGGING (ICC 2600 TO 2688)		COUPLERS (ICC 2700 TO 2788)		DRAFT RIGGING (ICC 2800 TO 2888)		CAR BODIES & OTHER PARTS OF EQUIPMENT (ICC 2900 TO 2988)		TOTAL (ICC 2300 TO 2988)		NUMBER OF DERAILMENT PER	
		Number of Accidents (d)	Damage (e)	Number of Accidents (f)	Damage (g)	Number of Accidents (h)	Damage (i)	Number of Accidents (j)	Damage (k)	Number of Accidents (l)	Damage (m)	Number of Accidents (n)	Damage (o)	Number of Accidents (p)	Damage (q)	Number of Accidents (r)	Damage (s)	Million Train Miles (t)	100 Million Car Miles (u)
2 299	111 847	-	-	4	\$2 626	-	-	1	\$200	1	\$1 160	1	\$183	-	-	7	\$4 169	3.10	6.26
2 035	106 707	-	-	4	12 161	-	-	-	-	-	-	-	-	-	-	4	12 161	1.97	3.75
2 262	127 118	2	900	4	5 570	2	1 080	1	228	-	-	2	888	-	-	11	8 666	4.86	8.65
2 077	129 622	-	-	-	-	-	-	1	432	-	-	-	-	-	-	1	432	.48	.77
2 146	139 999	1	305	2	1 498	-	-	1	4 846	-	-	3	2 203	1	285	8	9 137	3.73	5.72
2 418	156 869	-	-	4	1 906	-	-	-	-	-	-	1	3 200	1	425	6	5 531	2.48	3.82
Average																			
13 197	772 122	3	1 205	18	23 761	2	1 080	4	5 706	1	1 160	7	6 474	2	710	37	40 096	2.80	4.79
2 320	150 671	2	536	-	-	-	-	-	-	-	-	-	-	-	-	2	536	.86	1.33
2 057	147 802	-	-	3	1 452	-	-	-	-	1	1 703	-	-	1	900	5	4 055	2.43	3.38
1 688	123 433	-	-	-	-	-	-	1	180	1	945	1	315	-	-	3	1 440	1.78	2.43
1 514	111 024	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1 304	104 663	-	-	-	-	-	-	(a) 1	437	1	1 049	-	-	-	-	(a) 2	1 486	1.47	1.91
1 512	122 026	(b) 1	3 000	1	162	-	-	-	-	1	200	-	-	-	-	(b) 3	3 362	1.98	2.46
Average																			
10 455	759 619	3	3 536	4	1 614	-	-	2	617	4	3 397	1	315	1	900	15	10 879	1.43	1.97
1 556	123 508	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1 929	144 689	1	443	(a) 2	39 532	-	-	1	667	-	-	-	-	-	-	(a) 4	40 642	2.07	2.76
2 007	151 585	2	1 182	1	495	-	-	-	2	-	-	2	1 135	-	-	5	2 812	2.49	3.30
1 647	131 331	2	1 623	1	667	-	-	-	-	-	-	1	1 229	-	-	3	3 519	1.82	2.28
1 814	144 106	-	-	1	2 193	-	-	-	-	-	-	-	-	-	-	1	2 193	.55	.69
2 046	164 282	1	155	2	1 201	-	-	2	514	-	-	-	-	-	-	5	2 870	2.44	3.04
Average																			
11 039	859 501	5	3 403	7	44 088	-	-	3	1 181	-	-	3	2 364	-	-	18	51 036	1.63	2.09
Average																			
34 691	2 391 242	11	8 124	29	69 463	2	1 080	9	7 504	5	5 057	11	9 153	-	1 610	70	102 011	2.02	2.93
Number of accidents per 100 million car miles		.46	-	1.21	-	.08	-	.38	-	.21	-	.46	-	.13	-	2.93	-	-	-

(a) 1 trainman injured.  
(b) 2 trainmen injured.

"DAMAGE" includes damage to equipment, track and structures and cost of clearing wrecks.

SUMMARY OF DERAILMENTS SHOWN ABOVE			
Damage (v)	Total (w)	70 Cars And Less (x)	Over 70 Cars (y)
(23) Trucks	11	5	6
(24) Wheels and axles	29	18	11
(25) Air-brakes and appurtenances	2	-	-
(26) Hand brakes, etc.	9	6	-
(27) Couplers	1	1	-
(28) Draft rigging, etc.	11	4	-
(29) Car bodies, etc.	3	1	-
(30) Total	70	35	35

Defendant's Exhibit No. 288 (Witness J.J. Sullivan)

Feb. 6, 1941 Apr. 29, 1941

SOUTHERN PACIFIC COMPANY  
(Pacific Lines)

COMPARISON OF THE TOTAL DERAILMENTS CAUSED BY DEFECTS IN OR FAILURE OF FREIGHT CAR EQUIPMENT  
SHOWN IN EXHIBIT NO. 287 FOR STATE OF NEVADA, AND EXHIBIT NO. 286 FOR STATE OF ARIZONA  
YEARS 1923 TO 1940, INCLUSIVE

Year (a)	FREIGHT TRAIN MILES (Thousands)		FREIGHT TRAIN CAR MILES (Thousands)		DERAILMENTS CAUSED BY DEFECTS IN OR FAILURE OF FREIGHT CAR EQUIPMENT				NUMBER OF DERAILMENTS AND DAMAGE TO PROPERTY PER MILLION TRAIN MILES				NUMBER OF DERAILMENTS AND DAMAGE TO PROPERTY PER 100 MILLI		
	Nevada (b)	Arizona (c)	Nevada (d)	Arizona (e)	Number of Accidents		Damage to Property		Number of Accidents		Damage to Property		Number of Accidents		Damage (p)
					Nevada (f)	Arizona (g)	Nevada (h)	Arizona (i)	Nevada (j)	Arizona (k)	Nevada (l)	Arizona (m)	Nevada (n)	Arizona (o)	
1923	2 259	1 622	111 847	91 565	7	6	\$4 169	\$4 750	3.10	3.70	\$1 846	\$2 928	6.26	6.55	\$3 727
1924	2 035	1 777	106 707	96 490	4	7	12 161	30 551	1.97	3.94	5 976	17 222	3.75	7.11	11 397
1925	2 262	2 448	127 118	124 954	11	20	8 666	57 346	4.86	8.17	3 831	23 426	8.65	16.01	6 817
1926	2 077	2 704	129 622	137 660	1	11	435	9 996	.48	4.07	208	3 697	.77	7.99	333
1927	2 146	2 796	139 959	140 957	8	8	9 137	15 607	3.73	2.86	4 258	5 582	5.72	5.68	6 528
1928	2 418	2 850	156 869	145 287	6	6	5 531	2 589	2.48	2.11	2 287	908	3.82	4.13	3 526
Total 6 years 1923-1928	13 197	14 197	772 122	738 913	37	58	40 096	120 839	Average 2.80	Average 4.09	Average 3 038	Average 8 513	Average 4.79	Average 7.85	Average 5 193
1929	2 320	3 083	150 671	160 332	2	6	536	19 986	.86	1.95	231	6 483	1.33	3.74	356
1930	2 057	2 574	147 802	141 512	5	5	4 055	2 007	2.43	1.94	1 971	780	3.38	3.53	2 744
1931	1 688	2 205	123 433	120 015	3	4	1 440	14 120	1.78	1.81	853	6 404	2.43	3.33	1 167
1932	1 514	1 849	111 024	101 195	-	1	-	381	-	.54	-	206	-	.99	-
1933	1 364	1 632	104 663	91 142	2	3	1 486	1 418	1.47	1.84	1 069	869	1.91	3.29	1 420
1934	1 512	1 800	122 026	102 303	3	2	3 362	1 034	1.98	1.11	2 224	574	2.46	1.95	2 755
Total 6 years 1929-1934	10 455	13 143	799 619	716 499	15	21	10 879	38 946	Average 1.43	Average 1.60	Average 1 041	Average 2 963	Average 1.97	Average 2.93	Average 1 432
1935	1 596	2 100	123 508	118 598	2	3	-	12 274	-	1.43	-	5 845	-	2.53	-
1936	1 929	2 452	144 689	132 505	4	2	40 642	4 218	2.07	.82	21 069	1 720	2.76	1.51	28 089
1937	2 007	2 776	151 385	148 232	5	12	2 812	18 148	2.49	4.32	1 401	6 537	3.30	8.10	1 858
1938	1 647	2 301	131 331	130 053	3	4	3 519	3 188	1.82	1.74	2 137	1 385	2.28	3.08	2 679



Year	FREIGHT TRAIN MILES (Thousands)		FREIGHT TRAIN CAR MILES (Thousands)		DERAILMENTS CAUSED BY DEFECTS IN OR FAILURE OF FREIGHT CAR EQUIPMENT				NUMBER OF DERAILMENTS AND DAMAGE TO PROPERTY PER MILLION TRAIN MILES				NUMBER OF DERAILMENTS AND DAMAGE TO PROPERTY PER 100 MILLION		
					Number of Accidents		Damage to Property		Number of Accidents		Damage to Property		Number of Accidents		Damage to
	Nevada (b)	Arizona (c)	Nevada (d)	Arizona (e)	Nevada (f)	Arizona (g)	Nevada (h)	Arizona (i)	Nevada (j)	Arizona (k)	Nevada (l)	Arizona (m)	Nevada (n)	Arizona (o)	Nevada (p)
23	2 299	1 622	111 847	91 565	7	6	\$4 169	\$4 750	3.10	3.70	\$1 846	\$2 928	6.26	6.55	\$3 727
24	2 035	1 777	106 707	98 490	4	7	12 161	30 551	1.97	3.94	5 976	17 222	3.75	7.11	11 397
25	2 262	2 448	127 118	124 954	11	20	8 666	57 346	4.86	8.17	3 831	23 426	8.65	16.01	6 817
26	2 077	2 704	129 622	137 660	1	11	432	9 996	.48	4.07	208	3 697	.77	7.99	333
27	2 146	2 796	139 999	140 957	8	8	9 137	15 607	3.73	2.86	4 258	5 582	5.72	5.68	6 528
28	2 418	2 850	156 869	145 287	6	6	5 531	2 589	2.48	2.11	2 287	908	3.82	4.13	3 526
all years 1928	13 197	14 197	772 122	738 913	37	58	40 096	120 839	Average 2.80	Average 4.09	Average 3 038	Average 8 513	Average 4.79	Average 7.85	Average 5 193
29	2 320	3 083	190 671	160 332	2	6	536	19 986	.86	1.95	231	6 483	1.33	3.74	356
30	2 057	2 574	147 802	141 512	5	5	4 055	2 007	2.43	1.94	1 971	780	3.38	3.53	2 744
31	1 688	2 207	123 433	120 015	3	4	1 440	14 120	1.78	1.81	853	6 404	2.43	3.33	1 167
32	1 514	1 849	111 024	101 195	-	1	-	381	-	.54	-	206	-	.99	-
33	1 364	1 632	104 663	91 142	2	3	1 486	1 418	1.47	1.84	1 089	869	1.91	3.29	1 420
34	1 512	1 800	122 026	102 303	3	2	3 362	1 034	1.98	1.11	2 224	574	2.46	1.95	2 755
all years 1934	10 455	13 143	799 619	716 499	15	21	10 879	38 946	Average 1.43	Average 1.60	Average 1 041	Average 2 963	Average 1.97	Average 2.93	Average 1 432
35	1 996	2 100	123 908	118 998	-	3	-	12 274	-	1.43	-	5 845	-	2.53	-
36	1 929	2 452	144 689	132 505	4	2	40 642	4 218	2.07	.82	21 069	1 720	2.76	1.51	28 089
37	2 007	2 776	151 385	148 232	5	12	2 812	18 148	2.49	4.32	1 401	6 537	3.30	8.10	1 858
38	1 647	2 301	131 331	130 053	3	4	3 519	3 188	1.82	1.74	2 137	1 385	2.28	3.08	2 679
39	1 814	2 558	144 106	142 754	4	2	2 193	1 104	.55	.78	1 209	432	.69	1.40	1 522
40	2 046	2 770	164 482	155 909	5	4	1 870	3 684	2.44	1.44	914	1 330	3.04	2.57	1 137
all years 1940	11 039	14 957	859 501	828 051	18	27	51 036	42 616	Average 1.63	Average 1.81	Average 4 623	Average 2 849	Average 2.09	Average 3.26	Average 5 938
all years 1940	34 691	42 297	2 391 242	2 283 463	70	106	102 011	202 401	Average 2.02	Average 2.51	Average 2 941	Average 4 785	Average 2.93	Average 4.64	Average 4 266

SOURCE: Columns (f) and (g) from column (r) of exhibits referred to in title of this exhibit.  
Columns (h) and (i) from column (s) of exhibits referred to in title of this exhibit.  
Columns (j) and (k) from column (t) of exhibits referred to in title of this exhibit.  
Columns (n) and (o) from column (u) of exhibits referred to in title of this exhibit.



[illegible]

DEPARTMENT OF THE ARMY

[illegible]



100	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128	129	130	131	132	133	134	135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	151	152	153	154	155	156	157	158	159	160	161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	176	177	178	179	180	181	182	183	184	185	186	187	188	189	190	191	192	193	194	195	196	197	198	199	200	201	202	203	204	205	206	207	208	209	210	211	212	213	214	215	216	217	218	219	220	221	222	223	224	225	226	227	228	229	230	231	232	233	234	235	236	237	238	239	240	241	242	243	244	245	246	247	248	249	250	251	252	253	254	255	256	257	258	259	260	261	262	263	264	265	266	267	268	269	270	271	272	273	274	275	276	277	278	279	280	281	282	283	284	285	286	287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303	304	305	306	307	308	309	310	311	312	313	314	315	316	317	318	319	320	321	322	323	324	325	326	327	328	329	330	331	332	333	334	335	336	337	338	339	340	341	342	343	344	345	346	347	348	349	350	351	352	353	354	355	356	357	358	359	360	361	362	363	364	365	366	367	368	369	370	371	372	373	374	375	376	377	378	379	380	381	382	383	384	385	386	387	388	389	390	391	392	393	394	395	396	397	398	399	400	401	402	403	404	405	406	407	408	409	410	411	412	413	414	415	416	417	418	419	420	421	422	423	424	425	426	427	428	429	430	431	432	433	434	435	436	437	438	439	440	441	442	443	444	445	446	447	448	449	450	451	452	453	454	455	456	457	458	459	460	461	462	463	464	465	466	467	468	469	470	471	472	473	474	475	476	477	478	479	480	481	482	483	484	485	486	487	488	489	490	491	492	493	494	495	496	497	498	499	500	501	502	503	504	505	506	507	508	509	510	511	512	513	514	515	516	517	518	519	520	521	522	523	524	525	526	527	528	529	530	531	532	533	534	535	536	537	538	539	540	541	542	543	544	545	546	547	548	549	550	551	552	553	554	555	556	557	558	559	560	561	562	563	564	565	566	567	568	569	570	571	572	573	574	575	576	577	578	579	580	581	582	583	584	585	586	587	588	589	590	591	592	593	594	595	596	597	598	599	600	601	602	603	604	605	606	607	608	609	610	611	612	613	614	615	616	617	618	619	620	621	622	623	624	625	626	627	628	629	630	631	632	633	634	635	636	637	638	639	640	641	642	643	644	645	646	647	648	649	650	651	652	653	654	655	656	657	658	659	660	661	662	663	664	665	666	667	668	669	670	671	672	673	674	675	676	677	678	679	680	681	682	683	684	685	686	687	688	689	690	691	692	693	694	695	696	697	698	699	700	701	702	703	704	705	706	707	708	709	710	711	712	713	714	715	716	717	718	719	720	721	722	723	724	725	726	727	728	729	730	731	732	733	734	735	736	737	738	739	740	741	742	743	744	745	746	747	748	749	750	751	752	753	754	755	756	757	758	759	760	761	762	763	764	765	766	767	768	769	770	771	772	773	774	775	776	777	778	779	780	781	782	783	784	785	786	787	788	789	790	791	792	793	794	795	796	797	798	799	800	801	802	803	804	805	806	807	808	809	810	811	812	813	814	815	816	817	818	819	820	821	822	823	824	825	826	827	828	829	830	831	832	833	834	835	836	837	838	839	840	841	842	843	844	845	846	847	848	849	850	851	852	853	854	855	856	857	858	859	860	861	862	863	864	865	866	867	868	869	870	871	872	873	874	875	876	877	878	879	880	881	882	883	884	885	886	887	888	889	890	891	892	893	894	895	896	897	898	899	900	901	902	903	904	905	906	907	908	909	910	911	912	913	914	915	916	917	918	919	920	921	922	923	924	925	926	927	928	929	930	931	932	933	934	935	936	937	938	939	940	941	942	943	944	945	946	947	948	949	950	951	952	953	954	955	956	957	958	959	960	961	962	963	964	965	966	967	968	969	970	971	972	973	974	975	976	977	978	979	980	981	982	983	984	985	986	987	988	989	990	991	992	993	994	995	996	997	998	999	1000	1001	1002	1003	1004	1005	1006	1007	1008	1009	1010	1011	1012	1013	1014	1015	1016	1017	1018	1019	1020	1021	1022	1023	1024	1025	1026	1027	1028	1029	1030	1031	1032	1033	1034	1035	1036	1037	1038	1039	1040	1041	1042	1043	1044	1045	1046	1047	1048	1049	1050	1051	1052	1053	1054	1055	1056	1057	1058	1059	1060	1061	1062	1063	1064	1065	1066	1067	1068	1069	1070	1071	1072	1073	1074	1075	1076	1077	1078	1079	1080	1081	1082	1083	1084	1085	1086	1087	1088	1089	1090	1091	1092	1093	1094	1095	1096	1097	1098	1099	1100	1101	1102	1103	1104	1105	1106	1107	1108	1109	1110	1111	1112	1113	1114	1115	1116	1117	1118	1119	1120	1121	1122	1123	1124	1125	1126	1127	1128	1129	1130	1131	1132	1133	1134	1135	1136	1137	1138	1139	1140	1141	1142	1143	1144	1145	1146	1147	1148	1149	1150	1151	1152	1153	1154	1155	1156	1157	1158	1159	1160	1161	1162	1163	1164	1165	1166	1167	1168	1169	1170	1171	1172	1173	1174	1175	1176	1177	1178	1179	1180	1181	1182	1183	1184	1185	1186	1187	1188	1189	1190	1191	1192	1193	1194	1195	1196	1197	1198	1199	1200	1201	1202	1203	1204	1205	1206	1207	1208	1209	1210	1211	1212	1213	1214	1215	1216	1217	1218	1219	1220	1221	1222	1223	1224	1225	1226	1227	1228	1229	1230	1231	1232	1233	1234	1235	1236	1237	1238	1239	1240	1241	1242	1243	1244	1245	1246	1247	1248	1249	1250	1251	1252	1253	1254	1255	1256	1257	1258	1259	1260	1261	1262	1263	1264	1265	1266	1267	1268	1269	1270	1271	1272	1273	1274	1275	1276	1277	1278	1279	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No.	Date	Locality	Type of Accident	Year	Month	Day	Time	Weather	Status of Train	Direction of Travel	Number of Cars Involved	Total Damage	Description of Accident
YEAR 1934 (Continued)													
180	4-11	Maricopa	Collision	1934	4	11	11:00	Clear	Running	North	2	485	Collision caused by car not sufficiently secured by hand brakes rolling down grade.
181	4-17	Quinn	Derailment	1934	4	17	12:00	Clear	Running	North	1	200	Grain parted due to some unauthorized person stepping on cutting lever.
182	4-27	Maricopa	Collision	1934	4	27	12:00	Clear	Running	North	4	200	Fire started by trespassers smoking in car.
183	4-30	Quinn	Derailment	1934	4	30	12:00	Clear	Running	North	1	300	Derailment caused by wheel breaking due to brakes sticking on account defective triple.
184	7-12	Quinn	Derailment	1934	7	12	12:00	Clear	Running	North	1	225	Derailment caused by arch bar dropping down due to box bolts shearing off.
185	7-13	Quinn	Collision	1934	7	13	12:00	Clear	Running	North	1	225	Collision caused by brakeman lining wrong switch for engine and cars which were backing.
186	7-16	Quinn	Collision	1934	7	16	12:00	Clear	Running	North	1	185	Caboose struck water car and derailed due to brakeman giving back up signal before he lined switch and then not getting switch line.
187	9-20	Maricopa	Collision	1934	9	20	12:00	Clear	Running	North	1	405	Hard coupling made by two cars which were dropped, allegedly due to hand brake not holding.
188	12-10	Maricopa	Derailment	1934	12	10	12:00	Clear	Running	North	1	500	Derailment caused by cast iron wheel breaking.
189	12-18	Quinn	Collision	1934	12	18	12:00	Clear	Running	North	1	1,000	Two cars cut off train struck other cars, allegedly because hand brake would not hold.
190	12-18	Quinn Junction	Collision	1934	12	18	12:00	Clear	Running	North	1	315	Lead truck of tender derailed due to axle breaking.
191	12-18	Charleston	Collision	1934	12	18	12:00	Clear	Running	North	1	200	Train struck motor car on track due to insufficient flag protection being provided.
192	12-25	Quinn	Collision	1934	12	25	12:00	Clear	Running	North	1	296	Engine 288 backed into engine 292.
193	12-31	Quinn	Derailment	1934	12	31	12:00	Clear	Running	North	1	250	Derailment caused by cast iron wheel breaking.
YEAR 1935													
194	1-24	Quinn	Collision	1935	1	24	12:00	Clear	Running	North	1	265	Left main rod broke on helper engine.
195	1-25	Quinn	Derailment	1935	1	25	12:00	Clear	Running	North	1	270	Derailment caused by broken arch bar.
196	1-27	Quinn	Collision	1935	1	27	12:00	Clear	Running	North	1	590	Driver axle of engine broke.
197	2-5	Quinn	Collision	1935	2	5	12:00	Clear	Running	North	1	300	Undesired emergency application air brakes caused break-in-two and pulled end sill and drawbar out of weak car.
198	2-6	Quinn	Collision	1935	2	6	12:00	Clear	Running	North	1	175	Car derailed when box bolt broke, permitting wheels to come out from under car.
199	2-13	Quinn	Collision	1935	2	13	12:00	Clear	Running	North	1	779	Broken arch bar on car caused derailment.
200	2-20	Quinn	Collision	1935	2	20	12:00	Clear	Running	North	1	190	Car derailed due to forward truck mounting rail.
201	2-28	Quinn	Collision	1935	2	28	12:00	Clear	Running	North	1	850	Train backed into cars when it backed in on wrong track.

(34)	11-10	Sahuarita	D-c	481	31	20	None				405	Hard coupling made by two cars which were dropped, allegedly due to hand brake not holding.
(35)	12-10	Bowie	O-b	412	3	15	None				500	Derailment caused by cast iron wheel breaking.
(36)	12-12	Hayden Junction	D-c	X-903-W	35	20	None				1,007	Two cars A off train struck other cars, allegedly because hand brake would not hold.
(37)	12-18	Charleston	M-b	X-282-W	36	25	None				315	Lead truck of tender derailed due to axle breaking.
(38)	12-25	Douglas	O-d	(X-288-W) (X-292-W)	None None	Standing 4	None				200	Train struck motor car on track due to insufficient flag protection being provided.
(39)	12-31	Vassar	D-c	X-3654-W	67	15	None				296	Engine 288 backed into engine 292.
1925											250	Derailment caused by cast iron wheel breaking.
YEAR 1925												
(40)	1-14	Rice	L-b	141	40	15	None				-265	Left main rod broke on helper engine.
(41)	1-23	Phoenix	D-c	129	19	15	None				270	Derailment caused by broken arch bar.
(42)	1-27	Cutter	L-c	X-669-W	22	12	None				590	Driver axle of engine broke.
(43)	2-5	Shamut	M-b	X-3635-W	60	20	None				300	Undesired emergency application air brakes caused break-in-two and pulled end sill and drawbar out of weak car.
(44)	2-6	Buell	D-c	418	43	20	None				175	Car derailed when box bolt broke, permitting wheels to come out from under car.
(45)	2-15	Palvo	D-c	X-3730-W	49	20-25	None				979	Broken arch bar on car caused derailment.
(46)	2-20	Irons	D-j	X-3728-W	53	10	None				190	Car derailed due to forward truck mounting rail.
(47)	2-22	Tucson	O-g	X-2723-W	15	6	None				850	Train backed into cars when it backed in on wrong track.
(48)	2-26	Wellton	D-c	X-2594-W	68	35	None				315	Derailment caused by wheel breaking due to overheating account defective triple.
(49)	3-17	Cutter	L-b	X-671-W	58	3	None				300	Strap bolts, back end main rod of engine broke.
(50)	3-21	Bowie	O-g	2-426	56	6-8	H.L. Hook H. Russell	Brakeman Brakeman		5 10	2,300	Train entering siding collided with standing out of cars.
(51)	3-28	Rankin	D-c	X-3682-W	64	20-25	None				960	Derailment caused by drawbar pulling out of car due to coupler draft coming out.
(52)	3-31	Tucson	D-c	X-369-W	49	15	None				770	Derailment caused by pile on ballast car dropping down account iron strap breaking.
(53)	4-5	Lee	D-d	X-3423-W	30	35	None				3,933	Broken 80 lb. rail derailed ten cars.
(54)	4-10	Patio Yard	O-b	(X-2771-W) (Yd. Eng.)	1 21	8 4	None				680	Engine of extra east which was dropping capecoe, collided with yard engine.
(55)	4-13	Benson	D-c	412	67	15	None				12,445	Derailment caused by cast iron wheel of car breaking.
(56)	4-17	Burns	M-b	X-3277-W	54	15	None				500	Bridge caught on fire, probably due to burning waste falling from hot box on train.
(57)	4-21	Pisacho	M-b	2-412	65	25	None				850	Train struck motor cars which were not properly protected by flag.
(58)	4-21	Karre	D-c	X-3702-W	68	30	None				1,861	Car derailed due to loose wheel under rear truck.
(59)	5-18	Lasoma	D-c	418	25	5	None				165	Derailment caused by lead wheel of forward truck of car climbing rail, due to hand trucks on the car.



Sheet 3 of 12 sheets

	DATE (a)	LOCATION (b)	I.C.C. CLASS (c)	TRAIN NUMBER (d)	NO. CARS IN TRAIN (e)	SPEED M.P.H. (f)	PERSON INJURED		ESTIMATED DISABILITY (DAYS) (i)	TOTAL DAMAGE (j)	DESCRIPTION OF ACCIDENT (k)
							NAME (g)	OCCUPATION (h)			
	1925	YEAR 1925 (Continued)									
(60)	5-23	Wilcox	D-e	426	64	25	None	-	-	\$10,728	Derailment caused by broken wheel on car.
(61)	5-26	Coleman	D-e	X-2752-W	66	30	None	-	-	698	Journal box bolt sheared off, letting arch bar down, causing derailment.
(62)	6-1	Vail	C-h	418	8	12	None	-	-	469	Out of cars which brakeman failed to ride collided with car on spur.
(63)	6-13	Mobile	D-e	3-92	66	8	None	-	-	\$25	Box bolts sheared off, letting arch bar drop, causing derailment.
(64)	6-20	Granite Spur	C-h	X-2797-W	68	15	None	-	-	500	Two cars dropped at excessive speed collided with other cars.
(65)	7-8	Douglas	L-e	94	25	6	None	-	-	600	Main axle of engine broke due to old defect.
(66)	7-14	Kingdon	D-1	X-669-W	37	12	None	-	-	731	Badly bowed car with high unbalanced load derailed on curve.
(67)	7-14	Tacna	D-e	2-92	66	22	None	-	-	585	Journal broke off, due to overheating at some previous time, causing derailment.
(68)	7-19	San Simon	D-e	1-412	70	30	None	-	-	516	Derailment caused by box bolts shearing off forward truck of car.
(69)	7-23	Piedra	D-e	426	54	32	W. J. Woodmansee	Engineer	10	13,240	Eleven cars derailed due to loosened box bolt on 31st car from engine shearing off, allowing arch bar to buckle and truck to drop down, derailed car striking engine of work train on siding, causing injury to engineer.
(70)	8-10	Gila	C-h	X-3662-W	8	12	None	-	-	450	Two cars ahead of engine being dropped; brakeman failed to throw switch for main track, letting engine and two cabooses ahead of engine collide with cars.
(71)	8-17	Burns	D-e	128	28	25	None	-	-	877	Derailment caused by defective flange in wheel of car breaking.
(72)	8-25	Stoval	D-e	X-4301-W	67	35	None	-	-	566	Derailment caused by truckside breaking at old weld.
(73)	9-13	Tucson	M-b	X-2812-W	67	25	None	-	-	245	Train broke-in-two due to severe slack action caused by improper application of air by engineer.
(74)	9-16	Maricopa	D-a	X-2798-W	67	3	None	-	-	290	Derailment caused by undesired emergency application of air brakes while stopping due to dirty, slow-acting triple.
(75)	9-16	Ligorta	M-b	2-412	68	30	None	-	-	270	Projecting timber on car struck signal.
(76)	9-20	Maricopa	C-h	X-2583-W	24	8	None	-	-	175	Engine backing up struck empty box car due to failure of brakeman to ride rear of engine.
(77)	10-18	San Pedro	M-b	X-3304-W	65	6	None	-	-	200	Air brakes went into undesired emergency causing car to buckle.
(78)	11-16	Bisbee	M-b	67	2	Standing	None	-	-	500	Ceiling lamp in coach exploded, setting fire to coach.
(79)	12-19	Tempe	C-h	129	7	1-2	None	-	-	265	Cars being backed in on track collided with standing outfit cars.
(80)	12-21	Cahoa	D-e	X-3658-W	58	25	None	-	-	10,850	Derailment caused by broken flange on car.
	1926	YEAR 1926									
(81)	1-10	Rase	M-b	426	70	25	None	-	-	880	Wheel broke on car due to overheating.
(82)	1-30	Tucson	D-g	X-3692-W	69	10	None	-	-	219	Derailment caused by running through switch which was damaged and cocked due to having previously been run through.



(70)	8-10	Gila	C-h	X-3662-W	5	12	None	-	-	450	drop down, derailed car striking engine of work train on siding, causing injury to engineer.
(71)	8-17	Burns	B-e	128	28	25	None	-	-	877	Two cars ahead of engine being dropped; brakeman failed to throw switch for main track, letting engine and two cabooses ahead of engine collide with cars.
(72)	8-25	Stoval	B-e	X-4301-W	67	35	None	-	-	566	Deraillment caused by defective flange in wheel of car breaking.
(73)	9-13	Tucson	M-b	X-2812-W	67	25	None	-	-	245	Deraillment caused by truckside breaking at old weld.
(74)	9-16	Maricopa	B-e	X-2798-W	67	3	None	-	-	290	Train broke-in-two due to severe slack action caused by improper application of air by engineer.
(75)	9-16	Ligurta	M-b	2-412	68	30	None	-	-	270	Deraillment caused by undesired emergency application of air brakes while stopping due to dirty, slow-acting triple.
(76)	9-20	Maricopa	C-h	X-2583-W	24	8	None	-	-	175	Projecting timber on car struck signal.
(77)	10-4	San Pedro	M-b	X-3304-W	65	6	None	-	-	200	Engine backing up struck empty box car due to failure of brakeman to ride rear of engine.
(78)	11-16	Bisbee	M-b	67	2	standing	None	-	-	500	Air brakes went into undesired emergency causing car to buckle.
(79)	12-19	Tempe	C-h	129	7	1-2	None	-	-	265	Ceiling lamp in coach exploded, setting fire to coach.
(80)	12-21	Ochoa	B-e	X-3658-W	58	25	None	-	-	10,850	Cars being backed in on track collided with standing outfit cars.
1926											
YEAR 1926											
(81)	1-10	Rase	M-b	426	70	25	None	-	-	880	Deraillment caused by broken flange on car.
(82)	1-30	Tucson	B-g	X-3692-W	69	10	None	-	-	219	Wheel broke on car due to overheating.
(83)	2-4	Brantman	B-e	X-3276-W	33	22	None	-	-	497	Deraillment caused by running through switch which was damaged and cocked due to having previously been run through.
(84)	2-6	Douglas	B-e	94	52	25	None	-	-	225	Flange of wheel on car broke due to concealed defect in construction.
(85)	2-7	Casador	B-e	X-3657-W	53	10-12	None	-	-	425	Deraillment caused by broken wheel on car.
(86)	2-7	Gila	C-h	X-2702-W	65	10	None	-	-	575	Deraillment caused by broken journal on car.
(87)	2-10	Maricopa	C-h	2-129	41	4	None	-	-	250	Cars dropped on descending grade collided with other cars.
(88)	2-18	San Carlos	B-g	142	65	4	None	-	-	575	Standing cars shoved into while making switching move because proper signals were not given.
(89)	2-19	Crus	M-e	X-2851-W	48	35	None	-	-	600	Deraillment caused by improper handling of train by engineer in making stop.
(90)	2-19	Tempe	B-e	X-1697-W	67	8-10	None	-	-	902	Deraillment caused by broken wheel on car.
(91)	2-24	Marsh	M-b	94	66	-	None	-	-	440	Deraillment caused by excessive accumulation of dirt on road crossing.
(92)	2-26	Kelton	B-e	X-3464-W	26	8	None	-	-	177	Car buckled while train was stopping due to delapidated condition of car.
(92a)	3-18	Hayden Jct.	C-h	X-3732-W	2	6	None	-	-	500	Engine and tender derailed due to cinders on track.
(93)	3-26	Charleston	M-b	X-3657-W	70	5	None	-	-	458	Two cars on which insufficient hand brakes had been set, rolled back and struck engine.
											Emergency stop made to keep from running through switch which brakeman had not thrown due to his switch key being so worn it would not unlock switch lock.

	DATE	LOCATION	I.S.S. NO.	TRAIN NO.	NO. OF PASSENGERS	NO. OF CARRIAGES	STATUS	REMARKS
	1906							
(94)	4-14	Dragon	D-4	485	38	0	None	Train stopped by engine failure, the engine failed to start because of the engine oil.
(95)	4-19	Fort Thomas	D-4	142	35	35	None	Train stopped by engine failure, the engine failed to start because of the engine oil.
(96)	5-1	Tempe	D-4	2-3108W 125	38 39	15-25	None	Train stopped by engine failure, the engine failed to start because of the engine oil.
(97)	5-2	Colfred	D-4	91	61	0	None	Train stopped by engine failure, the engine failed to start because of the engine oil.
(98)	5-3	Tucson	D-4	1-430	53	0	None	Train stopped by engine failure, the engine failed to start because of the engine oil.
(99)	6-19	Stanislaus	D-4	92	64	35	None	Train stopped by engine failure, the engine failed to start because of the engine oil.
(100)	6-29	Bowie	D-4	2-3708-W	67	0	None	Train stopped by engine failure, the engine failed to start because of the engine oil.
(101)	7-1	Bequillas	D-4	1-312	48	35	None	Train stopped by engine failure, the engine failed to start because of the engine oil.
(102)	7-17	Wailton	D-4	2-2716-W	65	3	None	Train stopped by engine failure, the engine failed to start because of the engine oil.
(103)	7-21	San	D-4	2-2355-W	65	0	None	Train stopped by engine failure, the engine failed to start because of the engine oil.
(104)	7-22	Colgan	D-4	2-2327-W	59	25	None	Train stopped by engine failure, the engine failed to start because of the engine oil.
(105)	8-22	Barago	D-4	2-1815-W	35	30	None	Train stopped by engine failure, the engine failed to start because of the engine oil.
(106)	8-29	Albyl	D-4	2-3524-W	70	10	None	Train stopped by engine failure, the engine failed to start because of the engine oil.
(107)	8-30	Gila	D-4	2-425	1	0	None	Train stopped by engine failure, the engine failed to start because of the engine oil.
(108)	9-2	Fairbank	D-4	2-3559-W	70	15	None	Train stopped by engine failure, the engine failed to start because of the engine oil.
(109)	10-3	Karre	D-4	1-412	54	15	None	Train stopped by engine failure, the engine failed to start because of the engine oil.
(110)	10-6	Ray Junction	D-4	2-2512-W NW Eng. 4	1 34	2-3 35	None	Train stopped by engine failure, the engine failed to start because of the engine oil.
(111)	11-5	Mobile	D-4	412	46	7	None	Train stopped by engine failure, the engine failed to start because of the engine oil.
(112)	11-11	Piedra	D-4	2-425	67	Standing	None	Train stopped by engine failure, the engine failed to start because of the engine oil.
(113)	11-27	Rita	D-4	2-3592-W	69	25	None	Train stopped by engine failure, the engine failed to start because of the engine oil.
(113a)	12-11	Kloy	C-1	2-2226-W	62	1-4	None	Train stopped by engine failure, the engine failed to start because of the engine oil.
	1907							
(114)	1-8	Tombstone	D-4	165	2	20	None	Train stopped by engine failure, the engine failed to start because of the engine oil.
(115)	1-14	Tully	D-4	2-3714-W	48	30	None	Train stopped by engine failure, the engine failed to start because of the engine oil.
(116)	1-23	Tum	C-1	364 74 Eng.	74 4	6 1	None	Train stopped by engine failure, the engine failed to start because of the engine oil.



1100	7-2	Passenger	W-4	2-3714-0	41	30	None	2,900	Derailment caused by truck backing out of line under 1
1101	7-1	Passenger	W-4	2-3714-0	40	30	None	300	Two motor cars and engine 1031, being stored by engine street out of cars, due to failure of brakeman to give all cars stops.
1102	7-1	Passenger	W-4	2-3714-0	40	30	None	300	Derailment caused by broken rail due to transverse fire.
1103	7-2	Passenger	W-4	2-3714-0	40	30	None	300	Derailment caused by little train dropping down due to a loose finger, broke and catching in back of switch.
1104	7-2	Passenger	W-4	2-3714-0	40	30	None	4,300	Derailment caused by journal breaking due to overheat.
1105	7-2	Passenger	W-4	2-3714-0	40	30	None	300	Derailment caused by wire switch point on inside spur 1
1106	7-2	Passenger	W-4	2-3714-0	40	30	None	300	Engine, leading, derailed due to guard rail having two original position by dragging brake beam on car protid over guard rail.
1107	7-2	Passenger	W-4	2-3714-0	40	30	None	300	Motor car left on track struck by train.
1108	7-2	Passenger	W-4	2-3714-0	40	30	None	300	Derailment caused by broken wheel on car.
1109	7-2	Passenger	W-4	2-3714-0	40	30	None	400	Trains backing up on same track collided due to Ray & train not being under proper control.
1110	7-2	Passenger	W-4	2-3714-0	40	30	None	1,300	Unintentional emergency application of air brakes due to being struck by some object, caused driver of car to resulting in derailment.
1111	7-2	Passenger	W-4	2-3714-0	40	30	None	745	Broken constructed car in train stopping on siding two combined condition, side of car bulging out and being engine of train on main track.
1112	7-2	Passenger	W-4	2-3714-0	40	30	None	2,333	Derailment caused by broken wheel on car.
1113	7-2	Passenger	W-4	2-3714-0	40	30	None	300	Engine switching with 1 cars struck rear portion of 10 to Engineer's failure to act in time on stop signals.

1907									
1114	1-2	Passenger	W-4	2-3714-0	40	30	None	250	Motor car on track struck by train.
1115	1-2	Passenger	W-4	2-3714-0	40	30	None	433	Derailment caused by broken truck bar on car.
1116	1-2	Passenger	W-4	2-3714-0	40	30	None	440	Collision caused by engineer's failure to observe part one and fireman's failure to be on alert for signals.
1117	1-2	Passenger	W-4	2-3714-0	40	30	None	454	Wrist pin broke on engine due to flaw in metal.
1118	1-2	Passenger	W-4	2-3714-0	40	30	None	4,110	Collision caused by failure of engineer and fireman to act on signals given.
1119	1-2	Passenger	W-4	2-3714-0	40	30	None	365	Thirteen car cut shifted into other car due to brakeman to give stop signals.
1120	1-2	Passenger	W-4	2-3714-0	40	30	None	510	Cars backed due to rough stop when air brakes applied emergency.
1121	1-2	Passenger	W-4	2-3714-0	40	30	None	1,065	Cars being dropped gained too much momentum to be controlled by brakes, running one and one-half miles, striking and colliding with two refrigerator cars.
1122	1-2	Passenger	W-4	2-3714-0	40	30	None	19,475	Freight train occupying main line at Cortaro, without caution, struck by passenger train No. 103, which was excessive rate of speed, fireman and two brakemen on passenger train, and one brakeman on freight train being injured.
1123	1-2	Passenger	W-4	2-3714-0	40	30	None	7,775	Derailment caused by broken wheel due to overheating.



DATE	LOCATION	1. A. S. CLASS	TRAIN NUMBER	NO. CARS IN TRAIN	TYPE	CAUSE	REMARKS	NO. CARS IN TRAIN	NO. CARS IN TRAIN	REMARKS
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
1927										
(124)	5-22	Mass Grande	D-1	2-2734-B	44	4-4	P. W. Warner	14000	4-431	Engine came out from under due to lost wheel and lost power. It was taken to a general emergency, emergency made one or two of train.
(125)	6-29	Panorata	D-2	91	47	4	None		315	Train broke down due to treatment of going in wrong direction.
(126)	8-18	Belford	D-2	142	47	5	None		370	Derailment caused by journal breaking due to flaw in it.
(127)	8-26	Walton	D-1	2-2732-B	52	8	None		4-4	Order made later order, derailing due to one in a wheel, it is being in mechanical working order of leading part of train.
(128)	9-1	Charleston	D-2	2-2314-B	70	30	None		270	Train broke down due to one wheel on one of the cars being off to one side.
(129)	10-20	Alta	C-4	(TRAIN 4 424)	1	3	None		1-1	Train broke down due to one wheel on one of the cars being off to one side.
(130)	10-23	Stevens	D-2	425	55	25	None		4-1	Derailment caused by wheel breaking due to crystallization of steel.
(131)	11-18	Casper	D-2	432	47	25	None		4-15	Derailment caused by wheel breaking due to one of the cars being off to one side.
(132)	12-8	Wasing	D-2	91	55	30	None		270	Signal broke and tracked over by protruding wheel.
(133)	12-11	Arlington	D-2	2-2757-B	57	8	None		1-10	Derailment caused by one wheel on one of the cars being off to one side.
(134)	12-14	Stars	D-2	310	44	25	None		4-15	Derailment caused by wheel breaking due to old fracture.
1928										
(135)	2-27	Hayden Junction	D-2	128	25	4	None		3-15	Derailment caused by broken flange in wheel.
(136)	3-20	Empire	D-2	1-3702-B	70	25	None		4-17	Derailment caused by wheel breaking due to flaw.
(137)	4-8	Alta	D-2	2-2803-B	25	20	None		1,400	Fire started inside of wheel due to fire, one of the employees working in lighting wheel.
(138)	6-26	Phoenix	C-2	(433) (78 Reg.)	60	Standing 12	None		4-8	One in standing train struck by engine while engine running without due caution.
(139)	10-2	Tucson	D-2	1-3112	47	2	None		1-15	Break-down caused by crewman pulling out of one of the bolts in draft coupling.
(140)	10-25	Sensen Junction	D-2	190	45	35	None		4-1	Derailment caused by wheel breaking due to crystallization.
(141)	11-12	Florence	C-2	128	49	4	None		2-10	Fire started inside of wheel due to one of the cars being off to one side.
(142)	11-17	Alfa	D-2	418	65	6	None		4-10	Derailment caused by load wheels of forward truck of car due to journal box wedge cracked in car.
(143)	11-18	Hereford	D-2	1-3706-B	60	30	None		2-4	Derailment caused by wheel breaking.

1191	10-23	Stevens	D-2	48	38	25	None	62	Derailed caused by wheel breaking due to overheat brakes sticking.
1192	11-29	Longer	D-2	43	47	28	None	193	Derailed caused by journal box coming out of track to the oil-lax bolt missing and the other bolt of
1194	11-2	Wesley	D-2	54	31	30	None	260	Signal struck and knocked over by projecting tim
1197	11-11	Wrightman	D-1	2-2727-8	37	8	None	190	Derailed caused by arch bar truck dropping due
1198	11-14	Wares	D-2	310	44	25	None	1815	Derailed caused by axle breaking due to old

1928

YEAR 1928

1231	2-27	Hayden Junction	D-2	128	35	6	None	565	Derailed caused by broken flange in wheel.
1232	3-10	Hayden	D-2	2-3702-8	70	25	None	417	Derailed caused by arch bar breaking due to
1271	4-6	Nice	D-2	2-2813-8	25	20	None	1,600	Fire started inside carnival wagon or fire car by employe smoking or lighting match.
1280	4-26	Phonix	D-2	(43) (74. Eng.)	60	Standing 12	None	483	Car in standing train struck by engine which running without due caution.
1279	10-2	Tucson	D-2	1-312	47	2	None	115	Break-in two caused by drawbar pulling out of five bolts in draft rigging.
1289	10-25	Tucson Junction	D-2	290	45	35	None.	642	Derailed caused by axle breaking due to crystals
1311	11-12	Florence	D-2	128	49	4	None	269	Five cars being dropped got beyond control of rail down and cornering cars in head portion of train
1342	11-17	Girton	D-2	418	65	6	None	400	Derailed caused by lead wheels of forward truck rail due to journal box wedge cocked in box
1343	11-18	Waverford	D-2	2-3706-8	60	30	None	214	Derailed caused by arch bar breaking.
1344	11-29	Burns	D-2	1-428	59	25-30	None	296	Main driver axle on engine broke due to concealed
1345	12-6	Ship	D-2	2-3717-8	63	10	None	783	Derailed caused by broken rail.
1346	12-23	Wells	D-2	1-428	58	35	None	291	Derailed caused by arch bar breaking due to

1929

YEAR 1929

1471	1-19	Ware	D-2	2-2365-8	69	25	None	791	Derailed 34th car from engine when wheel broke heating account brakes sticking.
1482	2-19	Happy	D-2	161	61	20	None	860	Derailed 41st, 42nd and 43rd cars due to broken in main track.
1493	2-25	Slatedell	D-2	2-412	57	8	None	271	Derailed 36th to 41st cars due to rail in siding engine.
1503	2-28	Tucson	D-2	2-2584-8	35	30	None	198	One car derailed due to arch bar breaking.
1513	3-2	Smelter	D-2	374	None	4	None	225	Engine switching on industry track derailed due missing filler block bolts causing guard rail
1523	3-21	Kington	D-1	2-2855-8	22	15	None	240	Derailed 17th to 20th cars when 18th car from high mining timbers, rolled badly on reverse end of car.
1533	3-29	Tucson	D-2	(74. Eng.) (2-2583-8)	16 51	6 4	None	547	Yardman released hand brakes on cut of cars age cars were shoved to a coupling, coupling failing cars running down and cornering train, derailed
1543	3-29	Burns	D-2	2-3276-8	38	20	None	367	Train struck motor car on track.

/ = Caused by sudden stopping, starting, lurch or jerk of car or train.

	DATE	LOCATION	I.C.C. CLASS	TRAIN NUMBER	NO. CARS IN TRAIN	OFFERED M.P.H.	PERSON INJURED		ESTIMATED LIABILITY (DAYS)	TOTAL DAMAGE	DESCRIPTION OF ACCIDENT
	(a)	(b)	(c)	(d)	(e)	(f)	NAME (g)	OCCUPATION (h)	(i)	(j)	(k)
YEAR 1929 (Continued)											
(155)	5-27	Tuma	C-g	2-2705-W (Ed. Eng.)	53 done	10 Standing	None			800	Train over-ran block signal in stop position and col- yard engine beyond.
(156)	6-11	Perilla	D-c	X-2594-W	66	25	None			756	Derailment caused by cast iron wheel breaking due to exhaust brakes sticking.
(157)	7-28	Estrella	C-h	1-428	56	3	None			195	Halper engine being cut out of train and not yet in- mored when road engine backed up.
(158)	8-14	Bequillas	D-e	330	49	35	None			11,000	Derailed 17th to 25th cars when arch bar broke on 17 to old progressive fracture.
(159)	8-29	Artee	C-h	423	40	8-10	None			175	Car on which brakeman failed to set hand brakes prop- down and cornered another car.
(160)	10-10	Woolley	C-e	X-2546-W (Wh. Ex. 223)	60 6	4 Standing	None			702	Freight train collided with work train due to failure work train proper flag protection and failure of eng freight train to run with caution.
(161)	10-25	Hayden Junction	D-g	X-3276-W	15	4	None			390	Two cars derailed when movement reversed after shovl improperly lined switch.
(162)	10-31	Bowie	C-d	162 3700-W	None 28	4 10	None			600	Engine 2754 of Train 142 backed into side of cut of pulled by engine 3700.
(163)	11-13	Picacho	D-c	434	68	15	None			572	Derailed one car when journal broke due to overheat.
(164)	12-10	San Juan	D-c	326	42	35	None			26,265	Derailed 11th to 27th cars from engine due to rail E.
(165)	12-25	Liberty	D-c	432	34	35	None			245	Left main axle of engine broke.
(166)	12-28	Dalosa	D-c	2-426	60	15-20	None			6,663	Derailed seven cars when brake beam on car came down in heel block of switch.
YEAR 1930											
(167)	1-29	Casa Grande	D-c	2-428	60	20	None			360	Derailed 35th car from engine due to arch bar break engaging frog.
(168)	1-31	Wellton	D-d	2-2599-W	65	20	None			3,052	Six cars derailed due to irregular movement of inter- switch while train was passing over the switch.
(169)	2-17	Randolph	D-b	X-253-	15	35	None			312	Block signal knocked down by object protruding from passing train.
(170)	2-22	Red Rock	D-c	433	67	35	None			212	One car derailed due to cast iron wheel breaking.
(171)	3-9	Tucson	D-c	X-2837-W	68	8-10	None			1,492	Seven cars of backing train derailed due to swi- not properly secured in switch stand latch.
(172)	3-22	Benson	C-1	X-3717-W	70	3	None			275	Road portion of train backed into rear portion.
(173)	4-11	Moab	D-c	X-434	39	4	None			215	One car derailed due to brakeman failing to line der- cars were shoved.
(174)	4-25	Otero	C-h	482	50	0	None			225	Cars rolled down and struck rear of train due to ex- to make coupling.



(162)	10-31	Bowie	C-d	X-3700-W	28	10			572	Derailed one car when journal broke due to overheating.
(163)	11-13	Picocho	B-d	434	68	15	None		25,265	Derailed 11th to 27th cars from engine due to rail break.
(164)	12-10	San Juan	B-d	326	41	35	None		245	Left main axle of engine broke.
(165)	12-26	Liberty	L-d	432	34	35	None		6,663	Derailed seven cars when brake beam on car came down on in heel block of switch.
(166)	12-28	Delosa	B-d	2-426	68	15-20	None			

YEAR 1930

1930										
(167)	1-29	Casa Grande	X-d	2-428	68	20	None		360	Derailed 35th car from engine due to arch bar breaking engaging frog.
(168)	1-31	Wellton	B-d	2-2599-W	65	20	None		3,062	Six cars derailed due to irregular movement of interlock switch while train was passing over the switch.
(169)	2-17	Randolph	M-b	X-2535-W	25	35	None		312	Block signal knocked down by object protruding from on passing train.
(170)	2-22	Red Rock	B-d	433	67	35	None		212	One car derailed due to cast iron wheel breaking.
(171)	3-9	Tucson	B-d	X-2837-W	68	8-10	None		1,492	Seven cars of backing train derailed due to switch not properly secured in switch stand latch.
(172)	3-22	Benson	C-d	X-3717-W	70	3	None		275	Road portion of train backed into rear portion.
(173)	4-11	Neen	B-d	1-434	39	4	None		215	One car derailed due to brakeman failing to line dera cars were shoved.
(174)	4-25	Otero	C-h	482	70	8	None		225	Cars rolled down and struck rear of train due to car to make coupling.
(175)	5-13	Mohawk	M-b	2-2620-W	65	8	None		395	Car broke-in-two because too weak, due to old defects stand ordinary train usage.
(176)	5-28	Tusasa	M-b	2-2513-W	65	40	None		470	Emergency application of brakes caused by main resistor on engine breaking.
(177)	6-11	Chamiso	B-d	2-412	70	30	None		330	Derailed 37th car from engine due to drawbar of 35th out and falling between rails.
(178)	7-6	Tucson	C-h	X-3765-W	67	15	None		650	Brakemen failed to control speed of two cabooses cut moving train, cabooses colliding with train when train suddenly.
(179)	7-10	Lirim	B-d	3-434	64	25	None		201	One car derailed due to axle breaking.
(180)	9-5	Kendall	B-d	433	60	3	None		725	Caboose and two cars of backing train derailed due to failure to line derafter.
(181)	10-22	Corta	B-d	X-3319-W	27	10	None		152	Caboose struck rear of train and derailed when brakes overtake caboose to control its movement due to stalling.
(182)	11-17	Creek	B-d	X-3319-W	70	20	None		90	One car derailed due to broken truck frame.

YEAR 1931

	1931										
(183)	1-3	Benson	M-b	X-5004-W	70	12	None	-	-	1,055	Six cars buckled and damaged due to heavy run in of result of emergency application when branch pipe to car from engine.
(184)	1-16	Bylas	M-b	142	11	25	None	-	-	210	Train struck motor car on track.

DATE (a)	LOCATION (b)	I.C.C. CLASS (c)	TRAIN NUMBER (d)	NO. CARS IN TRAIN (e)	SPEED M.P.H. (f)	PERSON INJURED		ESTIMATED DISABILITY (DAYS) (i)	TOTAL DAMAGE (j)	DESCRIPTION OF ACCIDENT (k)
						NAME (g)	OCCUPATION (h)			
YEAR 1931 (Continued)										
185	Manana	L-e	310	62	10	None			200	Frame broken on locomotive due to concealed flaw.
186	22	L-e	2-312	59	4	None			250	Driving axle on locomotive broke.
187	22	D-e	X-5029-W	46	30	None			202	One car derailed due to broken truck frame.
188	22	M-b	421	59	Standing	None			350	Fire of unknown origin destroyed caboose.
189	22	D-g	433	61	5	None			436	Engine derailed due to cocked switch.
190	22	D-e	X-3752-W	67	35	None			9,027	Derailed 5th to 10th cars due to draft arm breaking off bow of 5th car and draft rigging dropping on track.
191	22	D-g	X-3324-W	4	6	None			252	Engine derailed at derailing switch.
192	22	D-e	432	35	18	None			4,649	Derailed 10th to 14th cars due to brake beam on 9th car come down and catching in heel block of switch point.
193	22	D-e	X-3073-E	35	12	None			1,070	Left main driver of engine derailed due to journal breaking.
194	22	D-e	2-414	65	20	None			14,450	Derailed 7th to 16th cars due to heavy rains undermining track.
195	22	D-d	X-3752-W	66	6	None			565	Three cars derailed while backing, due to defective switch.
196	22	L-b	310	44	20	None			635	Back side rod on engine broke due to old flaw.
197	22	C-1	410	55	30	S. F. Mote J. F. Martin H. T. Stapp	Engineer Fireman Brakeman	6 Permanent 30	4,488	Engine backing with two cars ahead of engine collided with end of train due to engine being unable to stop account reservoir pipe of engine breaking off.
198	22	L-b	2-310	54	20	None			500	Main rod strap on engine broke.
199	22	L-e	142	34	5	None			750	Main axle on engine broke due to hidden defect.
200	22	D-e	X-3316-W	66	10	None			242	Derailed 41st and 42nd cars due to brake beam dropping down breaking account brake hanger key bolt missing.
201	22	D-1	169	18	25	None			1,095	Derailed 12th and 13th cars due to heavy load of ore and uneven super-elevation of track.
202	22	L-b	482	35	15	None			800	Main rod strap on engine broke.
YEAR 1932										
203	22	L-e	X-2546-W	65	3	None			175	Main axle on engine broke due to progressive fracture.
204	22	M-b	X-3324-W	69	38	None			255	One car derailed due to arch bar breaking.
205	22	L-b	1-410	70	30	None			250	Middle main rod strap broke on locomotive.
206	22	L-b	414	70	10	None			280	Side rod of engine failed due to flaw.
207	22	L-b	2-412	70	5	None			220	Middle main rod of engine broke due to flaw.
208	22	L-e	1-415	70	1	None			250	Main axle of engine broke due to flaw.



(193)	1-1	Fire	L-b	2-414	65	20	None		14,450	Derailed 7th to 16th cars due to heavy rain and strain on track.
(194)	1-10	Kim-Stoval	D-e	2-414	65	20	None		565	Three cars derailed while backing, due to defective
(195)	1-1	Wagon	D-e	X-3752-W	66	6	None		635	Back side rod on engine broke due to old flange.
(196)	1-23	Pantano	L-b	320	44	20	None		4,688	Engine backing with two cars ahead of engine collided with car due to engine being unable to stop because of reservoir pipe of engine breaking off.
(197)	1-6	Second	C-1	410	55	30	S. F. Moto J. F. Martin H. T. Stapp	Engineer Fireman Brakeman	Permanent 30	
(198)	1-20	Benardine	L-b	2-310	54	20	None		500	Main rod strap on engine broke.
(199)	1-28	San Carlos	L-b	142	34	5	None		750	Main axle on engine broke due to hidden defect.
(200)	1-28	Tucson	D-e	X-3316-W	66	15	None		242	Derailed 41st and 42nd cars due to brake being dropping breaking account brake hanger key bolt missing.
(201)	1-12	Douglas	D-1	167	18	25	None		1,095	Derailed 12th and 13th cars due to heavy carload of coal and uneven superelevation of track.
(202)	1-21	Chester	L-b	492	35	35	None		800	Main rod strap on engine broke.

YEAR 1938

(203)	1-29	Thobe	L-b	X-2546-W	65	3	None		175	Main axle on engine broke due to progressive fracture.
(204)	1-2	Pembroke-Golfred	M-b	X-3124-W	69	38	None		255	One car derailed due to arch bar breaking.
(205)	1-5	Amole	L-b	1-410	70	30	None		250	Middle main rod strap broke on locomotive.
(206)	1-3	Dragon	L-b	414	70	10	None		280	Side rod of engine failed due to flaw.
(207)	1-4	Wagon	L-b	2-412	70	5	None		220	Middle main rod of engine broke due to flaw.
(208)	1-13	San Grande	L-b	1-415	70	1	None		250	Main axle of engine broke due to flaw.
(209)	1-21	Disbee Junction	L-b	190	69	15	None		200	Center crank pin of locomotive broke.
(210)	1-24	Harford	L-b	310	61	20	None		300	Middle main rod of engine broke.
(211)	1-5	Wagon	L-b	X-5011-W	67	15	None		300	Cylinder head of locomotive knocked out due to head and middle main rod.
(212)	1-21	Flonch	L-b	1-856	65	Standing	None		450	Axle on engine broke due to flaw.
(213)	1-26	Wagon	L-b	X-5021-W	67	6	B. E. Hunt	Brakeman	18	Train broke-in-two due to defective knuckle on first car.
(214)	1-5	Arlington-Blair	L-b	902	68	30	None		500	Right crosshead broke and eight cylinder of engine.
(215)	1-8	Wagon	L-b	X-5014-W	67	5	None		500	Main axle of engine broke.
(216)	1-22	Wagon	L-b	1-852	70	10	None		500	Main axle of engine broke.
(217)	1-29	Wagon	L-b	X-5026-W	68	35	None		400	Main axle of engine broke.
(218)	1-1	Wagon	L-b	1-862	70	8	None		500	Main axle of engine broke.
(219)	1-23	Wagon	L-b	950	63	25	None		180	Main axle of engine broke.
(220)	1-25	Pickens	M-A	1-908	52	Standing	None		1,820	Car destroyed by fire, probably due to match or oil dropped in car during process of loading.
(221)	1-15	Wagon	D-e	2-848	52	2	None		400	Engine derailed due to main axle on engine breaking.
(222)	1-11	Wagon	D-1	X-5023-W	5	10	None		799	Three cars which were being dropped derailed at derailing point due to inability to hold cars with hand brakes.

5 - Caused from sudden stopping, starting, lurch, or jerk of car or train



	DATE (a)	LOCATION (b)	I.C.C. CLASS (c)	TRAIN NUMBER (d)	NO. CARS IN TRAIN (e)	SPEED M.P.H. (f)	PERSONS INJURED		ESTIMATED REPAIRS (g)	TOTAL DAMAGE (h)	DESCRIPTION OF ACCIDENT (i)
							NAME (g)	OCCUPATION (h)			
YEAR 1932 (Continued)											
(223)	8-16	Nemo	L-c	X-2834-E	21	6	None		-	0	Main axle of engine broke.
(224)	11-11	Continental	D-c	872	24	30	None		-	381	Derailed one car due to journal being turned off car.
(225)	12-29	Willem	M-b	866	57	10	M. J. Quint	Conductor	1	760	Engineer applied airbrake in emergency when middle axle strap of engine broke, engine being derailed off center and conductor in engine injured.
YEAR 1933											
(226)	2-5	Gary	L-b	1-852	70	10	None		-	750	Main axle rod of engine broke.
(227)	3-3	Fairbank	D-g	945	5	5	None		-	175	Engine derailed by point derail which was not properly set.
(228)	6-7	Sibyl	L-b	2-868	53	5	None		-	520	Crack pin on locomotive coupled loose, causing wheels to go over the top of rail.
(229)	7-10	Lee	L-c	962	56	15	None		-	250	No. 2 crack axle of engine broke.
(230)	7-21	Murah	D-a	X-3752-W	67	35	None		-	690	Undesired emergency caused by loose graduating spring and a pin broke on car pulled derailed out of 1st car, derailed 3rd and 4th cars.
(231)	7-26	Blaisdell	L-b	1-848	64	3	None		-	250	Slight intermediate axle rod of engine broke due to oil leak.
(232)	8-16	Vail-Iron	M-b	868	48	25	None		-	1,525	Fire started in carload of timber by trespassers.
(233)	9-4	Dowle	M-b	866	70	10	None		-	165	Trespasser stepped on cutting lever of 4th car from engine pulled stop and caused slack action damaging 4th, 5th and 6th cars from head end.
(234)	10-29	Benson	L-b	1-868	69	20	None		-	300	Main crank pin on engine broke.
(235)	11-15	Yuma	C-d	901 (74 Eng.)	68 12	6 6	None		-	520	Yard engine backing up derailed engine of train pulling on.
(236)	11-15	Crook	D-b	964	70	20	None		-	328	Coupler pulled out of 13th car, fell on track and derailed car from engine.
(237)	11-24	Benson	L-b	X-5030-E	70	10	None		-	200	Cylinder head of engine knocked out due to piston pin bent out or breaking.
(238)	12-1	Bisbee Junction	D-a	X-5015-W	60	30	None		-	200	Derailed 5th and 6th cars from engine due to fractured barrel on 5th car, causing derailed to pull out of 3rd car and off track.
(239)	12-15	Onuma	L-c	1-862	64	35	None		-	2,650	Main axle of engine broke.
YEAR 1934											
(240)	1-2	Tempe Junction	M-a	904	25	20	None		-	283	Truck ran into side of train passing over public crossing.
(241)	2-27	Corta	C-b	X-3426-W	4	20	None		-	205	Brakemen were unable to control speed of four cars rolling down grade, the cars striking another set of cars.
(242)	4-7	Wagon	M-b	866	70	2	None		-	700	Failure of engineer to properly control slack and cause car

(239)	7-10	Lee	L-a	962	56	15	None	-	-	250	No. 2 crank axle of engine broke.
(239)	7-21	Maran	D-a	X-3752-W	67	35	None	-	-	890	Undesired emergency caused by weak graduating spring and sluggish triple on car pulled drawbar out of 2nd car, derailling 3rd and 4th cars.
(231)	7-26	Bladedell	L-b	1-848	64	5	None	-	-	250	Right intermediate side rod of engine broke due to old defect.
(232)	8-16	Fall-Town	M-b	868	48	25	None	-	-	1,525	Fire started in carload of timber by trespassers.
(233)	9-4	Bowie	M-b	866	70	10	None	-	-	165	Trespasser stepped on cutting lever of 4th car from engine, sudden stop and severe slack action damaging 63rd, 68th and 69th cars from head end.
(234)	10-29	Henson	L-a	1-868	69	20	None	-	-	300	Main crank pin on engine broke.
(235)	11-15	Tenn	C-b	901 (78. Eng)	68 12	6 6	None	-	-	520	Yard engine backing up cornered engine of train pulling into yard.
(236)	11-15	Crook	D-b	964	70	20	None	-	-	328	Coupler pulled out of 13th car, fell on track and derailed 24th car from engine.
(237)	11-24	Henson	L-b	X-5030-W	70	10	None	-	-	200	Cylinder head of engine knocked out due to piston rod key losing out or breaking.
(238)	12-1	Higbee Junction	D-a	X-5015-W	60	30	None	-	-	200	Derailed 5th and 6th cars from engine due to airhose bursting on 5th car, causing drawbar to pull out of 3rd car and fall on track.
(239)	12-15	Union	L-a	1-862	64	15	None	-	-	2,650	Main axle of engine broke.

1934

YEAR 1934

(240)	1-2	Tempe Junction	M-a	904	25	20	None	-	-	283	Truck ran into side of train passing over public crossing.
(241)	2-27	Corja	C-b	X-3426-W	4	20	None	-	-	205	Brakemen were unable to control speed of four cars rolling on descending grade, the cars striking another cut of cars.
(242)	5-7	Henson	M-b	862	70	2	None	-	-	700	Failure of engineer to properly control slack and weak condition of car caused damage to car just ahead of helper engine.
(243)	5-31	Beaque	D-a	X-3613-W	63	35	None	-	-	500	One car derailed due to defective cast iron wheel breaking.
(244)	6-5	Brury	L-b	1-862	48	20	None	-	-	350	Valve stem of engine broke due to crystallization.
(245)	6-6	Oliva	D-a	871	61	30	None	-	-	534	Air hose blew off car, causing drawbar to pull out of 1st car in train and fall on track, derailling 2nd to 10th cars from engine.
(246)	7-28	Avra	D-a	903	39	35	None	-	-	400	Main axle of engine broke due to progressive fracture, derailling engine.
(247)	9-15	Crook	L-a	X-5013-W	59	15	None	-	-	600	Cylinder head of engine blew out due to excessive pound in back, and middle main rod.
(248)	10-1	Boutry	L-a	2-866	70	25	None	-	-	700	Main axle of engine broke.

1935

YEAR 1935

(249)	1-24	Cholla-Bowie	L-a	2-866	68	25-35	None	-	-	2,942	Train parted due to failure of coupler on car just ahead of helper engine which was cut in ahead of two cabooses, rear end of train with helper engine colliding with head portion of train.
(250)	1-28	Pembroke	L-a	X-3616-W	69	30	None	-	-	350	Main axle of engine broke.
(251)	2-6	Tramaine	C-b	X-3317-W	54	15	None	-	-	200	Engine making drop of cars collided with cars standing on siding.
(252)	3-5	Fanner	L-b	3-866	43	15	None	-	-	300	Left main crank pin of engine broke, striking valve gear and



Sheet 9 of 12 sheets

	DATE (a)	LOCATION (b)	I.C.C. CLASS (c)	TRAIN NUMBER (d)	NO. CARS IN TRAIN (e)	SPEED M.P.H. (f)	PERSON INJURED		ESTIMATED DISABILITY (DAYS) (i)	TOTAL DAMAGE (j)	DESCRIPTION OF ACCIDENT (k)
							NAME (g)	OCCUPATION (h)			
1935											
YEAR 1935 (Continued)											
(253)	3-30	Mansora	L-b	X-5001-W	61	20	None	-	-	450	Back and middle main rod strap of engine broke.
(254)	4-26	Solomon	L-c	883	23	1	None	-	-	300	Main axle of engine broke.
(255)	4-29	Buell	L-5	962	64	15	None	-	-	200	Left middle connection side rod of locomotive broke off due to flaw.
(256)	5-1	Willoox	D-a	2-862	70	8	None	-	-	1,500	Airhose burst on first car ahead of helper engine cut-in rear of train, causing derailment and buckling of 13th car ahead of helper engine.
(257)	5-4	Tucson	C-1	1-862	50	6-8	None	-	-	200	Engineer failed to use proper care in backing his engine onto train, causing severe impact and telescoping head car in train.
(258)	6-22	Buell	L-c	962	48	10	None	-	-	2,000	Main axle of engine broke.
(259)	6-26	Red Rock	D-c	903	64	40	None	-	-	656	Arch bar broke on 31st car from engine, causing derailment of one car.
(260)	6-30	Colfred	M-b	X-3611-W	64	1	None	-	-	200	Train parted when starting, drawbar being pulled out of 34th car due to brakes not being released, center sill and end frame being pulled off the car.
(261)	6-30	Rillito	L-c	3-854	64	1	None	-	-	350	Back driving axle of engine broke.
(262)	7-19	Mohawk-Colfred	M-b	X-3614-W	65	30-40	None	-	-	1,500	Rails in track kinked account excessive speed with two dead engines in train.
(263)	8-21	Wellton	D-c	X-3614-W	63	35	None	-	-	10,118	Loose wheel on 43rd car from engine intermittently derailed and rerailed for a distance of 9.9 miles.
(264)	8-28	Benson	M-b	866	68	8	None	-	-	200	Emergency application of air brakes due to trespasser stepping on cutting lever with helper engine shoving rear of train buckled 61st car from head end.
(265)	9-9	Pleascho	M-b	X-3647-W	44	39	None	-	-	722	Tie rods holding load of structural steel broke, load toppling over and striking water and oil columns.
(266)	9-22	Tucson	C-d	(X-3316-W) (Yd. Eng.)	49 6	15 3	None	-	-	987	Cars coming off scale track collided with train pulling out of yard, due to failure to hold out of cars with hand brakes after weighing them.
(267)	10-4	Ocosingo	L-c	2-854	69	10	None	-	-	400	Main axle of locomotive broke.
(268)	10-21	Vail	L-c	3-866	52	20	None	-	-	233	Main driving tire of engine broke.
(269)	11-5	Yuma	M-b	826	54	10	None	-	-	255	Brake rigging came down on car, engaging duck-boards in front of passenger station and dragging them, damaging switchstand, switch point, tie plates, duck boards and selector box.
(270)	12-7	Curvo	L-b	862	53	18	None	-	-	625	Middle main rod strap of engine broke.
(271)	12-30	Buell	L-c	2-866	70	20	None	-	-	1,156	Left middle side rod of engine broke.
1936											
YEAR 1936											
(272)	1-15	Bowie	L-b	864	43	8	None	-	-	250	Left middle connection side rod of engine broke.
(273)	1-15	Tartron	L-c	1-844	63	40	None	-	-	300	Journal of right No. 4 driving wheel of engine broke.



(261)	6-30	Pillito	L-c	3-854	64	1	None	-	-	350	Back driving axle of engine broke.
(262)	7-19	Mohawk-Colfred	M-b	X-3614-W	65	30-40	None	-	-	1,500	Rails in track kinked account excessive speed with two dead engines in train.
(263)	8-21	Wellton	D-c	X-3614-W	63	35	None	-	-	10,118	Loose wheel on 43rd car from engine intermittently derailed and rerailed for a distance of 9.9 miles.
(264)	8-28	Benson	M-b	866	68	8	None	-	-	200	Emergency application of air brakes due to trespasser stepping on cutting lever with helper engine shoving rear of train buckled 61st car from head end.
(265)	9-9	Pisacho	M-b	X-3647-W	44	30	None	-	-	722	Tie rods holding load of structural steel broke, load toppling over and striking water and oil columns.
(266)	9-22	Tucson	C-d	(X-3316-W Yd. Eng.	49 6	15 3	None	-	-	987	Cars coming off scale track collided with train pulling out of yard, due to failure to hold out of cars with hand brakes after weighing them.
(267)	10-4	Ocapoa	L-c	2-854	69	10	None	-	-	400	Main axle of locomotive broke.
(268)	10-21	Vail	L-c	3-866	52	20	None	-	-	233	Main driving tire of engine broke.
(269)	11-5	Yuma	M-b	826	54	10	None	-	-	255	Brake rigging came down on car, engaging duck-boards in front of passenger station and dragging them, damaging switchstand, switch point, tie plates, duck boards and selector box.
(270)	12-7	Curvo	L-b	862	53	18	None	-	-	625	Middle main rod strap of engine broke.
(271)	12-30	Buell	L-c	2-866	70	20	None	-	-	1,156	Left middle side rod of engine broke.
1936											
YEAR 1936											
(272)	1-15	Bowie	L-b	864	43	8	None	-	-	250	Left middle connection side rod of engine broke.
(273)	1-15	Tartron	L-c	1-844	63	40	None	-	-	300	Journal of right No. 4 driving wheel of engine broke.
(274)	2-11	Sentinel	D-c	X-3616-W	63	15	None	-	-	3,848	Cast iron wheel on 14th car from engine broke due to concealed flaw in metal, derailing and turning over that car and following two cars.
(275)	2-26	Vail	L-c	X-5029-W	61	Standing	None	-	-	651	Main axle of engine broke.
(276)	6-9	Estrella	L-c	2-856	55	20	None	-	-	350	Main axle of engine broke.
(277)	7-10	Curvo	D-c	X-5023-W	66	6	None	-	-	360	Main axle of engine broke.
(278)	8-17	Litchfield	C-h	901	64	6	None	-	-	662	Three cars on which hand brakes had not been secured rolled out and fouled west house track switch just as engine started out of house track, engine cornering second car in the cut.
(279)	8-17	Naco	C-h	X-5014-W	40	10	None	-	-	441	Cars being shoved by engine cornered car which was not at proper clearance on adjoining track.
(280)	9-6	Fairbank	C-h	962	39	6	None	-	-	165	Engine backing onto siding cornered car on main track which was not clear of siding.
(281)	9-15	Arizola	D-i	X-3643-W	64	40	None	-	-	3,696	Derailment caused by steel billet falling from 24th car from engine, fouling track and engaging forward trucks of following car.
(282)	10-3	Glaisdall-Dome	D-c	X-3625-W	68	10	None	-	-	370	Drawbar pulled out of 15th car from engine due to old break in draft arm, dropping on track and derailing cars.
(283)	10-7	Tucson	C-b	(2-854 Yd. Eng.	59 27	3 6	None	-	-	5,587	Yard engine collided with engine of freight train due to control of air brakes being lost on yard engine due to left main driving adjustment rod breaking.

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	DATE (a)	LOCATION (b)	I.C.C. CLASS (c)	TRAIN NUMBER (d)	NO. CARS IN TRAIN (e)	SPEED M.P.H. (f)	PERSON INJURED		ESTIMATED DISABILITY (DAYS) (i)	TOTAL DAMAGE (j)	DESCRIPTION OF ACCIDENT (k)
							NAME (g)	OCCUPATION (h)			
1936 YEAR 1936 (Continued)											
(284)	11-1	Dublin	D-1	X-2766-E	63	10	None	-	-	\$1,071	Derailment caused by cow running on track in front of train, being struck by engine and rolling under train.
(285)	11-5-8	Gila	C-h	Unknown	-	-	-	-	-	800	Caboose damaged. Cause of accident, train involved, and exact date of accident undetermined.
(286)	11-11	Tucson	M-b	1-854	58	4	None	-	-	700	Break-in-two caused by undesired emergency as train was stopping in yard, slack action buckling 20th car from engine.
(287)	11-7	Toltec	M-b	2-854	66	30	None	-	-	1,680	Carload of cedar poles caught on fire.
(288)	12-5	Bosque	L-c	1-856	61	2	None	-	-	350	Main axle of locomotive broke.
(290)	12-6	Sibyl	L-b	2-864	70	10	None	-	-	545	Middle main rod strap of engine broke.
(291)	12-19	Carot	L-c	2-866	63	12	None	-	-	350	Main axle of locomotive broke.
(292)	12-24	Clifton	D-d	952	8	4	None	-	-	547	Derailment caused by uneven surface of track.
1937 YEAR 1937											
(293)	1-1	Gila	C-h	X-3312-M	66	5	None	-	-	800	Wooden underframe caboose buckled by hard coupling.
(294)	1-10	Cutter	D-d	X-2766-E	18	25	None	-	-	1,675	Derailment caused by rail breaking under 12th car from engine.
(295)	1-18	Gila	C-h	X-3636-W	66	6	None	-	-	1,040	Caboose coupled to rear of train at excessive speed, causing damage to caboose and engine.
(296)	1-18	Gila	C-h	1-854	63	3	None	-	-	155	Caboose cornered in switching movement.
(297)	1-24	Casa Grande	L-c	3-854	63	8	None	-	-	350	Main axle on locomotive broke.
(298)	2-13	Astec	M-b	X-4316-W	42	1	None	-	-	350	Water column broke when fireman pulled spout around before engine stopped, the spout hitting hand rail and catching on sprinkler valve.
(299)	2-14	Jusena	L-b	2-862	62	30	None	-	-	200	Left eccentric crank pin on engine broke off.
(300)	2-26	San Carlos	D-d	884	48	15	None	-	-	172	Derailment caused by rail breaking under train.
(301)	2-23	Ocaspo	D-c	3-843	45	30	None	-	-	325	Derailment caused by heavy thrust on left front side bearing due to rigidity of car.
(302)	3-25	Gila	L-b	1-854	53	1	None	-	-	250	Left main rod of engine broke.
(303)	3-26	Empire	D-c	X-5035-M	65	35	None	-	-	1,805	Derailment caused by wheel breaking on 38th car from engine due to overheating on account of defective triple.
(304)	3-31	San Pedro	M-b	X-5011-W	62	25	None	-	-	165	Motor car struck by locomotive due to failure to provide flag protection.
(305)	4-2	Ligurte	M-b	902	64	25	None	-	-	2,112	Truck side broke under 11th car from engine, truck dropping down and damaging track.
(306)	4-13	Reno	L-b	X-5042-M	66	30	None	-	-	350	Piston rod to middle cylinder of engine broke due to concealed progressive fracture.



(292)	12-24	Clifton	D-d	952	8	4	None	-	-	547	Derailment caused by uneven surface of track.
YEAR 1937											
(293)	1-1	Gila	C-h	X-3312-W	66	5	None	-	-	800	Wooden underframe caboose buckled by hard coupling.
(294)	1-10	Cutter	D-d	X-2766-E	18	25	None	-	-	1,675	Derailment caused by rail breaking under 12th car from engine.
(295)	1-18	Gila	C-h	X-3636-W	66	6	None	-	-	1,040	Caboose coupled to rear of train at excessive speed, causing damage to caboose and engine.
(296)	1-18	Gila	C-h	1-854	63	3	None	-	-	155	Caboose cornered in switching movement.
(297)	1-24	Casa Grande	L-e	3-854	63	8	None	-	-	350	Main axle on locomotive broke.
(298)	2-13	Astec	M-b	X-4316-W	42	1	None	-	-	350	Water column broke when fireman pulled spout around before engine stopped, the spout hitting hand rail and catching on sprinkler valve.
(299)	2-14	Lusena	L-b	2-862	62	30	None	-	-	200	Left eccentric crank pin on engine broke off.
(300)	2-16	San Carlos	D-d	884	48	15	None	-	-	172	Derailment caused by rail breaking under train.
(301)	2-23	Despos	D-e	3-843	45	30	None	-	-	325	Derailment caused by heavy thrust on left front side bearing due to rigidity of car.
(302)	3-25	Gila	L-b	1-854	53	1	None	-	-	250	Left main rod of engine broke.
(303)	3-28	Empire	D-e	X-5035-E	65	35	None	-	-	1,805	Derailment caused by wheel breaking on 38th car from engine due to overheating on account of defective triple.
(304)	3-31	San Pedro	M-b	X-5011-W	62	25	None	-	-	165	Motor car struck by locomotive due to failure to provide flag protection.
(305)	4-2	Liguria	M-b	902	64	25	None	-	-	2,112	Truck side broke under 11th car from engine, truck dropping down and damaging track.
(306)	4-13	Nase	L-b	X-5042-W	66	30	None	-	-	350	Piston rod to middle cylinder of engine broke due to concealed progressive fracture.
(307)	4-22	Yuma	D-e	3-824	69	12	None	-	-	971	Derailment caused by bottom rod under 15th car from engine dropping under car and engaging duck boards.
(308)	4-28	Curvo	D-e	X-5030-W	66	15	None	-	-	311	Derailment caused by rigid truck on 42nd car from engine.
(309)	5-5	Gila	D-e	3-843	55	6	None	-	-	450	Main axle of engine broke.
(310)	6-17	Despos	D-e	3-843	64	25	None	-	-	360	Rear truck of 43rd car derailed on curve, apparently due to rigidity of truck.
(311)	6-23	Cholla	D-e	1-864	65	40	None	-	-	5,863	Derailment caused by cast iron wheel breaking under 61st car from engine.
(312)	6-25	Cavot	L-e	1-862	64	10	None	-	-	450	Main axle of engine broke.
(313)	6-26	Gila	C-h	X-3615-W	66	12	None	-	-	300	Cars rolled down grade and collided with rear of train due to failure to set sufficient hand brakes to hold cars on grade.
(314)	7-17	Radium	D-e	X-2587-E	21	15	None	-	-	1,370	Lead truck of 9th car from caboose derailed due to rigidity of truck, causing derailment of following 7 cars and caboose.
(315)	8-2	Irene	M-b	3-864	53	20	None	-	-	400	Second car from caboose buckled due to heavy service application of air brakes made to stop train when engine struck cow.
(316)	8-6	Mohawk	D-e	1-842	70	6	None	-	-	264	Inside rail on curve turned outward, derailing engine, apparently due to rigidity of engine while rounding curve.
(317)	8-20	Sibyl	L-b	1-864	70	10	None	-	-	415	Back-end middle main rod strap of engine broke.



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DATE (a)	LOCATION (b)	I.C.C. CLASS (c)	TRAIN NUMBER (d)	NO. CARS IN TRAIN (e)	SPEED M.P.H. (f)	PERSON INJURED		ESTIMATED DISABILITY (DAYS) (i)	TOTAL DAMAGE (j)	DESCRIPTION OF ACCIDENT (k)
						NAME (g)	OCCUPATION (h)			
1937										
YEAR 1937 (Continued).										
318	8-27	Geopos	D-c	2-843	40	5	None	-	525	Derailed caused by axle breaking on 6th car from caboose.
319	9-4	Phoenix	M-a	901	61	3	None	-	210	Train struck auto on public crossing.
320	9-5	Chaffee	D-g	4-864	70	-	None	-	335	Engine derailed due to failure to line derail for movement out of siding.
321	9-9	Clifton	D-d	X-1747-E	9	15	None	-	420	One car derailed due to irregular and excessive superelevation of track.
322	9-9	Gila	M-c	866	36	-	None	-	290	One car derailed due to axle breaking.
323	9-11	Marathon	M-b	1-845	50	35	None	-	445	Derailed caused by coupler of car dropping between rails due to horizontal key working out.
324	9-21	Buckeye	M-a	901	59	-	None	-	225	Engine trucks and drivers of engine derailed on 2 degree curve due to insufficient weight on engine trucks and wide gauge of track.
325	9-22	Benson	D-a	2-854	-	-	None	-	535	Derailed caused by reversing movement after engine ran through switch.
326	9-22	Esola	M-b	1-845	3	-	None	-	175	Water column broke when fireman pulled water pump around while engine was moving.
327	10-4	Pendleton	L-b	1-866	67	-	None	-	500	Middle main rod of engine broke.
328	10-29	Tuma	L-b	-	70	-	None	-	500	Right main pin of engine broke off.
329	11-12	Gila	C-d	(3-845) (3-845)	-	-	None	-	1,710	Engine backing with water car behind engine and caboose ahead of engine side raked three cars in approaching train.
330	11-17	Bieber Junction	D-b	X-1364-E	-	-	None	-	640	Derailed caused by drawbar pulling out of 50th car from engine due to failure of metal at back of coupler yoke.
331	12-11	Stanvia	D-c	2-841	47	40	None	-	5,235	Derailed of ten cars caused by truck frame breaking at old weld.
1938										
YEAR 1938										
332	1-7	Clifton	D-d	952	7	5	None	-	395	Engine derailed due to wide gauge of track approaching frog.
333	1-22	Mohawk	L-b	2-841	49	2	None	-	300	Left intermediate front connecting rod of engine broke.
334	1-23	Coolidge	D-g	X-1228-A	2	4	None	-	686	Engine and tender derailed due to brakeman's failure to get switch over before engine hit switch points.
335	2-8	Gila	D-c	1-842	70	3	None	-	412	Derailed of four cars caused by loose wheel on lead truck of car.
336	2-24	Tuma	C-d	(357) (70 Eng.)	2 54	Standing	None	-	240	Yard engine pulling 54 cars cornered road engine on lead.
337	3-3	Chandler	L-c	X-1118-E	49	4	None	-	400	Main journal of engine broke.
338	3-27	Mesa	M-a	1-904	48	6	None	-	0 750	Train struck auto truck and trailer on city street crossing.
339	4-29	Thabe	C-b	X-1652-E	63	3	None	-	325	Engine and water car backing up in switching movement made hard coupling with cars not in train.

328)	10-29	Yuma	L-b	844	70	8	None			500	Middle main rod of engine broke.
329)	11-12	Gila	C-d	(3-841 3-843		10	None			500	Right main pin of engine broke off.
330)	11-17	Bishop Junction	D-b	1-3304-W		25	None			1,710	Engine backing with water car behind engine and cabooses ahead of engine side raked three cars in approaching train.
331)	12-11	Stanvix	D-c	2-841	49	10	None			640	Derailment caused by drawbar pulling out of 50th car from engine due to failure of metal at back of coupler yoke.
										5,235	Derailment of ten cars caused by truck frame breaking at old weld.
1938											
YEAR 1938											
332)	1-7	Clifton	D-d	952	7	8	None			395	Engine derailed due to wide gauge of track approaching frog.
333)	1-22	Mohawk	L-b	2-844	49	2	None			300	Left intermediate front connecting rod of engine broke.
334)	1-23	Coolidge	D-g	X-3210-B	23	4	None			688	Engine and tender derailed due to brakeman's failure to get switch over before engine hit switch points.
335)	2-8	Gila	D-c	1-842	70	8	None			412	Derailment of four cars caused by loose wheel on lead truck of car.
336)	2-24	Yuma	C-d	(357 Yd. Eng.	58	Standing	None			240	Yard engine pulling 54 cars cornered road engine on lead.
337)	3-3	Chandler	L-c	1-1914-B	49	6	None			400	Main journal of engine broke.
338)	3-27	Mesa	M-b	1-904	48	6	None			750	Train struck auto truck and trailer on city street crossing.
339)	4-29	Thebe	C-d	X-3652-W	63	3	None			325	Engine and water car backing up in switching movement made hard coupling with cars not in train.
340)	6-7	Berie	L-b	1-1023-A	0	1	None			250	Fireman swung water spout over tank as engineer moved engine to make re-spot, spout catching on brake wheel and being broken off.
341)	6-13	Yuma	C-b	(X-3611-W Yd. Eng.	65	3	G. T. Bruce	Conductor	7	235	Car cut off without rider made hard coupling with another car, cars running down and colliding with cabooses.
342)	7-17	Sentinel	D-c	2-844	70	25	None			1,696	Derailment caused by journal breaking off on 42nd car from engine due to overheating.
343)	7-22	Panham	L-c	262	70	1	None			450	No. 2 crank axle of locomotive broke.
344)	7-27	Stark	L-b	962	59	18	None			175	Middle crosshead of engine broke.
345)	8-1	Sitoyl	L-c	1-845	19	20	None			450	Main driving axle of engine broke.
346)	8-23	Yuma	M-b	901	66	5	None			450	Three deadhead cabooses on rear of train damaged when emergency stop made to avoid striking another engine.
347)	8-25	Mohawk	D-c	X-3612-B	76	35	A. J. Brown	Conductor	6	355	Scale car next ahead of caboose derailed due to up and down motion caused by ballasted weights, breaking train line, sudden stop of train causing injury to conductor in caboose.
348)	8-25	Yuma	D-c	962	23	3	None			165	Rear drivers of locomotive climbed rail on curve, causing derailment of all drivers, due to radial buffer between engine and tender being too tight.
349)	8-25	Yuma	M-b	X-3619-W	58	5	None			200	Trespasser stepped on cutting lever, parting train, air brakes going into emergency causing rough stop.
350)	8-4	Yuma	L-b	X-803-B	26	5	None			195	Left main pin of engine broke.

Caused by sudden stopping, starting, lurch or jerk of car or train



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	DATE (a)	LOCATION (b)	I.C.C. CLASS (c)	TRAIN NUMBER (d)	NO. CARS IN TRAIN (e)	SPEED M.P.H. (f)	PERSON INJURED		ESTIMATED DISABILITY (DAYS) (i)	TOTAL DAMAGE (j)	DESCRIPTION OF ACCIDENT (k)
							NAME (g)	OCCUPATION (h)			
1938											
YEAR 1938 (Continued)											
(351)	9-12	Tucson	D-e	1-843	60	8	None	-	-	\$ 619	Derailed caused by hand brake chain rod breaking on car, clevis end dropping down and catching between rail and switch point.
(352)	10-22	Tucson	D-1	4-866	63	5	None	-	-	210	Car derailed on curve due to irregular superelevation of track and dry center plate of car.
(353)	10-23	San Simon	L-e	2-866	70	25	None	-	-	200	Left front driver tire of engine broke.
(354)	11-21	Bowie	C-h	X-5042-E	46	3	None	-	-	625	Out of 41 cars being shoved cornered four cars fouling lead.
(355)	11-28	Curvo	D-1	2-845	52	20	None	-	-	310	Derailed caused by combination of slow speed on curve and insufficient lateral in drawbars of two coupled cars.
(356)	12-24	Ochoa	D-1	2-845	43	25	None	-	-	2,242	Car derailed on curve because load of lead bullion shifting.
(357)	12-24	Blaisdell	D-e	X-3612-W	65	18	None	-	-	461	Car derailed on curve due to insufficient side lateral in drawbar of car.
1939											
YEAR 1939											
(358)	3-12	Coolidge	C-h	(903 904)	47 58	5 5	None	-	-	270	Car kicked to main track by westward train collided with engine of opposing train moving into siding.
(359)	3-14	Cavot	L-b	866	67	15	None	-	-	612	Main rod of engine broke.
(360)	3-21	Fanner	L-b	864	69	15	None	-	-	300	Inside main rod strap of engine broke.
(361)	3-23	Burns	D-e	X-3224-E	38	20	None	-	-	180	Car derailed due to truck side breaking.
(362)	3-28	Somerton	C-h	X-1684-W	13	8	None	-	-	240	Engine struck by cars due to engine failing to get in clear after dropping the cars.
(363)		Gila	D-h	3-854	63	2	None	-	-	243	Engine derailed by derailer which is believed to have been thrown by unauthorized person.
(364)	6-8	Cowden	C-h	901	66	3	None	-	-	180	Cars being dropped struck rear of engine tender due to wrong switch being lined and tender not being in clear.
(365)	8-15	Smelter	D-d	952	9	20	None	-	-	469	Car derailed on curve due to excessive and irregular superelevation of track, dry center bearings of car, and light load in steel box car.
(366)	9-26	Hayden Junction	D-e	X-3224-E	8	8	None	-	-	924	Car derailed due to broken flange in cast iron wheel.
(367)	10-7	Fortuna	M-b	1-842	70	6	None	-	-	402	Train broke-in-two due to undesired emergency when stopping.
(368)	10-12	Mescal	D-d	X-5034-W	62	20	None	-	-	822	Car derailed at compromise joint between 110 lb. and 90 lb. rail on curve.



(352)	10-22	Tucson	D-1	4-866	63	5	None	-	-	210	Car derailed on curve due to irregular superelevation of track and dry center plate of car.
(353)	10-23	San Simon	L-o	2-866	70	25	None	-	-	200	Left front driver tire of engine broke.
(354)	11-21	Bowie	C-h	X-5042-E	46	3	None	-	-	625	Out of 41 cars being shovelled cornered four cars fouling lead.
(355)	11-28	Curvo	D-1	2-845	52	20	None	-	-	310	Derailement caused by combination of slow speed on curve and insufficient lateral in drawbars of two coupled cars.
(356)	12-24	Ochoa	D-1	2-845	43	25	None	-	-	2,242	Car derailed on curve because load of lead bullion shifting.
(357)	12-24	Blaisdell	D-e	X-3612-W	65	18	None	-	-	461	Car derailed on curve due to insufficient side lateral in drawbar of car.
1939											
(358)	3-12	Coolidge	C-h	(903 904)	47 58	5 5	None	-	-	270	Car kicked to main track by westward train collided with engine of opposing train moving into siding.
(359)	3-14	Cavot	L-b	866	67	15	None	-	-	612	Main rod of engine broke.
(360)	3-21	Fenner	L-b	864	69	15	None	-	-	300	Inside main rod strap of engine broke.
(361)	3-23	Burns	D-o	X-3224-E	38	20	None	-	-	180	Car derailed due to truck side breaking.
(362)	3-28	Somerton	C-h	X-1624-W	13	8	None	-	-	240	Engine struck by cars due to engine failing to get in clear after dropping the cars.
(363)	6-6	Gila	D-l	3-854	63	2	None	-	-	243	Engine derailed by derailer which is believed to have been thrown by unauthorized person.
(364)	6-8	Cowden	C-h	901	66	3	None	-	-	180	Cars being dropped struck rear of engine tender due to wrong switch being lined and tender not being in clear.
(365)	8-15	Smelter	D-d	952	9	20	None	-	-	469	Car derailed on curve due to excessive and irregular superelevation of track, dry center bearings of car, and light load in steel box car.
(366)	9-26	Hayden Junction	D-e	X-3224-E	8	8	None	-	-	924	Car derailed due to broken flange in cast iron wheel.
(367)	10-7	Fortuna	M-b	1-842	70	6	None	-	-	402	Train broke-in-two due to undesired emergency when stopping.
(368)	10-12	Mescal	D-d	X-5034-W	62	20	None	-	-	822	Car derailed at compromise joint between 110 lb. and 90 lb. rail on curve.
(369)	10-23	Safford	D-d	X-2565-W	10	6	None	-	-	669	Engine backing out of spur with ten cars derailed due to track conditions.
(370)	11-16	Kendall	C-h	X-3122-W	60	25	None	-	-	2,642	Light engine backing up collided with cars which were supposed to have been left at Tovea switch, but actually rolled toward engine on slightly descending grade.
(371)	11-30	Fenner	L-b	1-866	69	5	None	-	-	200	Intermediate connection rod of engine broke.
(372)	12-7	Chandler	D-d	X-3634-E	62	5	None	-	-	195	Engine derailed on crossover due to wide gauge of track.
(373)	12-23	Benson	D-g	X-5037-W	65	6	None	-	-	180	Conductor applied brakes from caboose because engineer backed up without signal and switch to siding had not been thrown, slack action stopping damaging two cars and causing derailment of one car.

SOUTHERN PACIFIC COMPANY  
(Pacific Lines)  
DETAIL OF TRAIN ACCIDENTS,  
ROAD FREIGHT TRAIN OPERATION  
REPORTED TO THE INTERSTATE COMMERCE COMMISSION

STATE OF ARIZONA

	DATE (a)	LOCATION (b)	I.C.C. CLASS (c)	TRAIN NUMBER (d)	NO. CARS IN TRAIN (e)	SPEED M.P.H. (f)	PERSON INJURED		ESTIMATED DISABILITY (DAYS) (i)	TOTAL DAMAGE (j)	DESCRIPTION OF ACCIDENT (k)
							NAME (g)	OCCUPATION (h)			
YEAR 1940											
(374)	1-14	Curvo	D-c	2-862	66	20	None	-	-	\$ 695	One car derailed account broken flange 5th car ahead of caboose damaged two cars.
(375)	2-2	Crook	L-b	X-5019-W	59	10	None	-	-	300	Middle main rod broke on locomotive - old progressive fracture.
(376)	3-14	Mohawk	L-b	2-842	69	4	None	-	-	350	Crank pin on engine broke off account progressive fracture.
(377)	3-26	Smelte	D-c	953	13	15	None	-	-	225	One car derailed account irregular superelevation of track.
(378)	4-4	Benson	L-c	X-5028-W	68	5	None	-	-	500	Journal broke on engine account progressive fracture.
(379)	4-19	Heaton	M-b	3-854	65	30	None	-	-	225	Home automatic block signal damaged evidently by timber projecting from car in train.
(380)	4-30	Cavot.	C-b	3-864 X-3652-W	580 Lt. Eng.	10 Standing	None	-	-	425	Collision between light engine and freight train due to light engine occupying main track without authority account enginemen overlooking superior train.
(381)	5-14	Lirin	D-c	5-843	64	30	None	-	-	867	One car derailed account truck side gave way on 40th car from engine.
(382)	5-31	Karicopa	D-c	2-856	69	8	None	-	-	173	Caboose derailed account brakeman throwing switch under car.
(383)	6-2	Muggins	D-c	X-3701-W	65	35	None	-	-	681	Sixteenth car ahead caboose derailed account brake beam dropped down under car wheel.
(384)	6-14	Yuma	D-d	X-1643-E	30	8	None	-	-	565	Derailed one car account irregular elevation in track.
(385)	7-11	Gila	M-b	852	64	4	None	-	-	1,000	Portable caboose lamp fell on car floor, fire destroying superstructure of caboose.
(386)	7-13	Canador	L-b	X-5004-W	60	25	None	-	-	325	Middle main rod failed on engine.
(387)	7-18	Hayden	C-h	X-3908-E	2	10	None	-	-	600	Loaded ore car not properly secured, ran down heavy grade and collided with another car under load.
(388)	7-21	Radium	D-i	X-2521-E	14	15	None	-	-	525	Car derailed account uneven track and high load.
(389)	7-26	Navjeka	L-b	X-3687-W	70	35	None	-	-	306	Left main crank pin broke on engine.
(390)	8-2	Phoenix	L-b	902	36	6	None	-	-	280	Journal burned off car wheel.



	DATE (a)	LOCATION (b)	I.C.C. CLASS (c)	TRAIN NUMBER (d)	NO. CARS IN TRAIN (e)	SPEED M.P.H. (f)	PERSON INJURED		ESTIMATED DISABILITY (DAYS) (i)	TOTAL DAMAGE (j)	DESCRIPTION OF ACCIDENT (k)
							NAME (g)	OCCUPATION (h)			
1940											
YEAR 1940											
(374)	1-14	Curvo	D-c	2-862	66	20	None	-	-	695	One car derailed account broken flange 5th car ahead of cabooses damaged two cars.
(375)	2-2	Crook	L-b	X-5019-W	59	10	None	-	-	300	Middle main rod broke on locomotive - old progressive fracture.
(376)	3-14	Mohawk	L-b	2-842	69	4	None	-	-	350	Crank pin on engine broke off account progressive fracture.
(377)	3-26	Smelte	D-d	953	13	15	None	-	-	225	One car derailed account irregular superelevation of track.
(378)	4-4	Benson	D-c	X-5028-W	68	5	None	-	-	500	Journal broke on engine account progressive fracture.
(379)	4-19	Heaton	M-b	3-854	65	30	None	-	-	225	Home automatic block signal damaged evidently by timber projecting from car in train.
(380)	4-30	Cavot	C-b	3-864 X-3652-W	58 Lt. Eng.	10 Standing	None	-	-	425	Collision between light engine and freight train due to light engine occupying main track without authority account enginemen overlooking superior train.
(381)	5-14	Lirin	D-c	5-843	64	30	None	-	-	867	One car derailed account truck side gave way on 40th car from engine.
(382)	5-31	Maricopa	D-g	2-856	69	8	None	-	-	173	Caboose derailed account brakeman throwing switch under car.
(383)	6-2	Maggins	D-c	X-3701-W	65	35	None	-	-	681	Sixteenth car ahead caboose derailed account brake beam dropped down under car wheel.
(384)	6-14	Yuma	D-d	X-1643-E	30	8	None	-	-	585	Derailed one car account irregular elevation in track.
(385)	7-11	Gila	M-b	852	64	4	None	-	-	1,000	Portable caboose lamp fell on car floor, fire destroying superstructure of caboose.
(386)	7-13	Casador	L-b	X-5004-W	60	25	None	-	-	325	Middle main rod failed on engine.
(387)	7-18	Hayden	C-h	X-3208-E	2	10	None	-	-	600	Loaded ore car not properly secured, ran down heavy grade and collided with another car under load.
(388)	7-21	Radium	D-1	X-2521-E	14	15	None	-	-	525	Car derailed account uneven track and high load.
(389)	7-26	Navajo	L-b	X-3687-W	70	35	None	-	-	306	Left main crank pin broke on engine.
(390)	8-2	Phoenix	L-b	902	36	6	None	-	-	280	Journal burned off car, allowing truck side to drop.
(391)	9-7	Smelter	D-d	952	6	15	None	-	-	412	One car derailed account irregular elevation of track.
(392)	9-21	Tiltac	D-c	X-3309-W	58	40	None	-	-	1,441	One car derailed account broken overheated wheel 9th car from engine.
(393)	9-26	Alrich	L-c	2-845	63	12	None	-	-	400	Main crank pin on engine broke.
(394)	10-13	Curvo	C-a	X-5033-W X-3319-W	66 Lt. Eng.	Standing 10	None	-	-	500	Light engine collided with caboose of train standing in siding.
(395)	10-29	Douglas	L-b	962	70	8	None	-	-	350	Middle crank pin on engine 5019 broke.
(396)	12-21	Tucson	D-d	X-3327-E	60	15	None	-	-	335	Engine and 5 cars derailed account broken switch point.
(397)	12-23	Tucson	C-d	3-845 Eng. 3710	63 Lt. Eng.	7 7	None	-	-	1,677	Light engine moving to roundhouse side-raked cars in moving train.
(398)	12-25	Hayden Jct.	D-1	X-3207-E	18	6	None	-	-	340	Engine and 2 cars derailed when slack run in at switch.



Defendant's Exhibit No. 290 (Witness J.J. Sullivan)  
Feb. 6, 1941

SOUTHERN PACIFIC COMPANY  
(Pacific Lines)

DETAIL OF TRAIN ACCIDENTS,  
ROAD FREIGHT TRAIN OPERATION,  
REPORTED TO THE INTERSTATE COMMERCE COMMISSION  
YEARS 1923 TO 1939, INCLUSIVE  
STATE OF NEVADA

	DATE (a)	LOCATION (b)	I.C.C. CLASS (c)	TRAIN NUMBER (d)	NO. CARS IN TRAIN (e)	SPEED M.P.H. (f)	PERSON NAME (g)	OCCUPATION (h)	ESTIMATED DISABILITY (Days) (i)	TOTAL DAMAGE (j)	DESCRIPTION OF ACCIDENT (k)
	1923								YEAR 1923		
(1)	1-21	Hazen	D-g	X-2595-W	74	10 to 12	None			615	Derailed 1 car and damaged 6 others, when train parted due to knuckle breaking while attempting to cut off Extra 2566 which was helping train out of yard.
(2)	5-27	Tioga	D-c	2-280	57	20	None			627	Derailed 25th car from caboose due to broken defective cast-iron wheel.
(3)	5-22	Gerald	D-d	X-2565-W	65		None			218	Derailed 47th and 48th cars from engine on siding due to broken rail.
(4)	5-16	Argo	H-b	X-2526-W	72		None			200	Piece of 4-1/2 inch pipe 16 feet long fell from 8th car from caboose and damaged automatic block signal.
	6-9	Carlin	G-d	X-1-276 (Yard engine)	59	20	None			6,078	Yard engine side swiped train pulling into yard on yard track, damaging 47 cars and derailling yard engine, negligence of engineer.
	6-29	Desert	D-d	1-276	60					977	Derailed 8 cars on siding due track out of line apparently caused by sun kink.
(7)	8-21	Montella	D-d	7-121-W		20	None			441	Derailed 2 cars on yard track as train was pulling out of yard due broken lug on switch stand allowing connecting rod to come loose.
(8)	6-15	Paquop	D-g	1-262	49	3 to 4	None			598	Derailed 2 cars on main track due to a brakeman of train in siding un- locking switch and partially throwing switch.
(9)	6-27	Carlin	H-b	X-3209-W	97	5	None			400	30th car from caboose buckled due to run-in of track as train was stop- ping.
(10)	7-26	Sparks	G-i	X-2528-W	75	5 to 6	None			850	Two cars with hand brakes insufficiently set, rolled out of yard track and collided with side of train pulling into yard, damaging 4 cars.
(11)	7-25	Osino	D-b	X-2800-W	55	25	None			1,160	Derailed 6 cars behind engine, due to coupler pulling out of engine ten- der and falling on track caused by emergency action of brakes due to knuckles slipping by between 2nd and 3rd cars ahead of caboose.
(12)	7-8	Granite Point	H-b	X-2577-W	85	3	G.E. Roberts Brakeman		15	720	Sudden stop due to undesired emergency as train was stopping in siding caused injury to brakeman in caboose cupola, and damaged 26th and 27th cars from caboose.
(13)	8-19	Elay	G-h	X-2783-W	Caboose at time	7 to 10	A.C. Bailey W.A. Truesdale Conductor Brakeman		30 20	990	Incoming engine which had been detached from train and moving on lead, collided with 2 cabooses which had been taken off train, injured men being inside one of the cabooses.
(14)	8-4	Hazen	D-c	A-280	56	10	None			684	Derailed 21st and 22nd cars from caboose, due to wheel on 22nd car break- ing caused by overheating.
(15)	8-14	Stone House	D-c	X-2762-W	54	35	None			183	Derailed 2nd car from engine due to defective coupling.





	DATE (1)	LOCATION (2)	I.C.C. CLASS (3)	TRAIN NUMBER (4)	NO. CARS IN TRAIN (5)	SPEED M.P.H. (6)	PERSON INJURED NAME (7)	OCCUPATION (8)	ESTIMATED DISABILITY (Days) (9)	TOTAL DAMAGE (10)	DESCRIPTION OF ACCIDENT (11)
	1923										
											YEAR 1923 (CONTINUED)
(24)	11-5	Palala	D-c	1-280	54	4				200	Derailed 3rd and 4th car from engine on siding, caused by brake beam coming down on 4th car due to broken brake beam hanger.
(25)	11-26	Desert	D-c	1-276	61	20 to 25	None			565	Derailed 17th car from caboose on main track due to broken cast-iron wheel caused by overheating.
(26)	11-30	Vivian	M-b	X-2520-W	85	10	#A.E. Highen #S.C. Bohon #J.S. Cosgrave	Conductor Brakeman Brakeman	10 4 8	395	Train parted as it was being stopped due to drawbar in engine tender falling out on account of carrier-iron breaking. Emergency action of brakes caused damage to 7 cars and injured trainmen in caboose.
(27)	12-7	Imley	C-h	5-280	54	8 to 10	None			750	Engine with caboose ahead of it, collided with standing portion of train and demolished the caboose while placing the caboose on train.
	1924										YEAR 1924
(28)	1-21	Fernley	C-h	X-2522-E	39	5 to 10	None			815	Engine collided with standing portion of train damaging head car, while making drop of car due to brakeman improperly handling switch.
(29)	1-14	Goconda	L-b	X-2755-W	55	35	None			160	Front end of right main rod broke through wrist pin hole on engine 2755.
(30)	4-12	Sodaville	D-c	192	12	25 to 30	None			350	Engine tender derailed due to broken axle.
(31)	5-16	Belleville	D-g	192	12	6	None			237	Engine and car derailed due to brakeman not properly throwing switch during switching move.
(32)	6-12	Moor	D-g	258	104	6	None			982	Derailed 1 car and buckled another, while making stop in siding due to improper handling of independent brake by engineer.
(33)	7-20	Tacoma	C-h	X-3202-W	94	8 to 12	B. Stodchan	Brakeman	10	1,661	Engine shoving 44 cars on Tuttle Branch for storage collided with standing cut of 61 cars which had been left there by same crew, due to failure of conductor to properly safeguard move. Brakeman knocked from car when impact occurred.
(34)	8-5	Sparks	D-g	X-2718-W	75	6 to 8	None			339	Derailed 3rd and 4th car from engine as train was pulling into yard due to yardman throwing switch under train. Derailed cars sideswiped passenger engine standing on track, fireman of which was injured when he jumped from engine in anticipation of collision.
(35)	8-17	Desert	M-b	X-2852-W	84	25	None			530	Airhose burst on 7th car from engine. Emergency action of brakes buckled 9th car from caboose.
(36)	8-27	Verdi	D-c	X-4003-E	55	18	None			9,070	Derailed 1 car with considerable damage to track account broken wheel due to overheating.
(37)	9-16	Sutcliffe	M-a	(X-2762-W X-1795-W)	42 Light	Standing 10 to 15	None			910	Light Extra 1795-West collided with rear of Extra 2762 West demolishing caboose, and damaging car ahead of caboose and engine 1795, due to failure of flagman of freight train to protect rear of his train.
(38)	9-12	Montello	C-h	2-276	5	10	S. Guie	Contract cook	4	175	Two cars cut off during switching move collided with occupied outfit cars in violation of rules.
(39)	9-21	Ditho	D-c	1-258	55	25	None			2,476	Derailed 10th car ahead of caboose, due to broken cast-iron wheel caused by old flaw.
(40)	10-27	Elko	D-d	1-280	60		None			595	Engine derailed due to defective switch caused by it having been run through previously and yardman failing to safeguard the defective condition.
(41)	10-5	Palisade	M-b	1-276	53	20	None			250	M. of W. gasoline motor car struck by train.
(42)	11-24	Ditho	D-c	1-258	60	20 to 25	None			265	Derailed 21st car from engine due to broken cast-iron wheel caused by overheating.



12)	5-16	Belleville	D-g	192	12	6	None			237	Engine and car derailed due to brakeman not properly throwing switch during switching move.
32)	6-12	Moat	D-g	258	104	6	None			982	Derailed 1 car and buckled another, while making stop in siding due to improper handling of independent brake by engineer.
33)	7-20	Tecoma	C-b	X-3203-W	94	8 to 12	B. Stockham	Brakeman	10	1,661	Engine shoving 44 cars on Tuttle Branch for storage collided with standing cut of 61 cars which had been left there by same crew, due to failure of conductor to properly safeguard move. Brakeman knocked from car when impact occurred.
34)	8-5	Sparks	D-g	X-2718-W	75	6 to 8				339	Derailed 3rd and 4th car from engine as train was pulling into yard due to yardman throwing switch under train. Derailed cars sideswiped passenger engine standing on track, fireman of which was injured when he jumped from engine in anticipation of collision.
35)	8-17	Desert	M-b	X-2852-W	86	25				530	Airhose burst on 7th car from engine. Emergency action of brakes buckled 9th car from caboose.
36)	8-27	Verdi	D-c	X-4003-E	55	18				0,070	Derailed 1 car with considerable damage to track account broken wheel due to overheating.
37)	9-16	Sutcliffe	C-a	(X-2762-W (X-1795-W)	42 Light	Standing) 10 to 15)				910	Light Extra 1795-West collided with rear of Extra 2762 West demolishing caboose, and damaging car ahead of caboose and engine 1795, due to failure of flagman of freight train to protect rear of his train.
38)	9-12	Montello	C-h	2-276	5	10	S. Guile	Contract cook	4	175	Two cars cut off during switching move collided with occupied outfit cars in violation of rules.
39)	9-21	Ditho	D-c	1-258	55	25				2,476	Derailed 10th car ahead of caboose, due to broken cast-iron wheel caused by old flaw.
40)	10-27	Elko	D-d	1-280	60					595	Engine derailed due to defective switch caused by it having been run through previously and yardman failing to safeguard the defective condition.
41)	10-5	Palisade	M-b	1-276	53	20				250	M. of W. gasoline motor car struck by train.
42)	11-24	Ditho	D-c	1-258	60	20 to 25				265	Derailed 21st car from engine due to broken cast-iron wheel caused by overheating.
43)	12-14	Farran	C-a	(X-2526-W (X-2825-W)	54 52	2 10 to 20)				1,374	Extra 2825 West moving on main track collide with Extra 2526 West pulling out of siding, due to failure of employes on Extra 2526-West to protect before fouling main track.
44)	12-23	Hunter	M-b	272	54	25				175	M. of W. gasoline motor car struck by train.
1925											
YEAR 1925											
45)	1-18	Comus	D-c	X-2710-W	54	30				278	Derailed 3rd car ahead of caboose due to broken journal caused by flaw.
46)	1-19	Sparks	M-b	X-2531-W	83	5				175	Run-in of slack caused the 16th car from caboose to be telescoped by the 15th car.
47)	2-22	Tioga	D-c	272	94	6 to 8				573	Derailed 33th car from head end due to drawbar falling out of car caused by keeper in drawbar key losing out.
48)	3-24	Carlin	M-b	X-3203-W	84	4 to 6				375	Sudden stop due to undesired emergency as train was stopping in yard, buckled 10th and 11th cars from caboose.
49)	4-27	Desert	D-c	X-2569-W	5	30 to 35				690	Derailed 1st car behind engine due to broken defective arch bar.
50)	5-1	Elbur	D-c	1-280	67	5				210	Derailed 15th car from engine pulling out of siding due to new car with rigid trucks and reverse elevation in turnout.
51)	6-13	Hallett	M-b	X-2563-W	55	30				1,350	The 28th car from caboose discovered on fire, apparently originating from brake shoe friction, car set out of train at Elbur and was entirely destroyed.
52)	7-10	Oreana	D-a	X-2852-W	90	20				610	Derailed 20th car ahead of caboose due to draft rigging pulling out of car and falling on track when undesired emergency action of brakes occurred, caused by defective triple.

# - Caused from sudden stopping, starting, lurch, or jerk of car or train.

Sheet 3 of 9 sheets.

	DATE (a)	LOCATION (b)	I.C.C. CLASS (c)	TRAIN NUMBER (d)	NO. CARS IN TRAIN (e)	SPEED M.P.H. (f)	PERSON INJURED		ESTIMATED DISABILITY (Days) (i)	TOTAL DAMAGE (j)	DESCRIPTION OF ACCIDENT (k)
							NAME (g)	OCCUPATION (h)			
YEAR 1925 (CONTINUED)											
(53)	7-15	Alason	D-b	X-3209-W	87	20	None	-	-	\$ 315	Four cars behind engine derailed caused by drawbar pulling out of first car behind engine, due to drawbar key losing out.
(54)	7-26	Cosgrove	D-g	X-2766-W	84	8	None	-	-	155	Derailed 3 cars while pulling out of siding with 16 cars, due to reverse movement being made through a switch just previously run through.
(55)	8-5	Tiegs	D-e	276	54	15 to 18	None	-	-	850	Derailed 11th car from engine caused by broken cast-iron wheel due to overheating.
(56)	8-4	Montello	D-i	1-280	101	5 to 6	None	-	-	470	Derailed 18th and 19th cars ahead of caboose caused by sudden stop due to undesired emergency.
(57)	8-4	Ocala	H-b	X-3216-W	86	5 to 6	None	-	-	263	Four cars damaged as train being stopped in siding due to undesired emergency.
(58)	8-31	Ocala	H-b	2-272	64	35	None	-	-	350	Run-away M. of W. gasoline motor car struck by train.
(59)	9-4	Montello	D-g	X-2854-W	88	7	J.J. Vandermark	Brakeman	10	918	Derailed and telescoped 32nd car from caboose and slightly damaging 4 other cars, helper engine shoving on rear, when engineer applied brakes in emergency to avoid running over a fireman who stumbled and fell attempting to cross track in front of train. Brakeman in caboose injured.
(60)	9-16	Conus	H-b	X-2532-W	56	35	None	-	-	300	M. of W. gasoline motor car struck by train.
(61)	10-5	Sparks	C-b	{ 5 2-272	5 55	20 to 35 Standing	W.K. Smith F.P. Kummer	Passgr. Engr. Passenger Fireman	Killed Killed	15,840	Passenger train collided with standing freight train on yard track due to switch being left open by yardman, and failure of engine crew on passenger train to be on lookout for signals. No one injured on freight train.
(62)	10-2	Elko	D-e	5-272	57	12	None	-	-	3,528	Derailed 49th, 52nd and 53rd cars from engine and damaged one other car due to loose wheel on 49th car.
(63)	10-4	Clure	L-b	4-280	60	20	None	-	-	517	Back end strap of left main rod broke on engine 2829.
(64)	11-8	Carlin	C-d	{ 2-276 (yd. eng.)	58 2	8 8 to 10	None	-	-	862	Yard engine collided with side of freight train pulling into yard, damaging yard engine and 17 cars in freight train, due to switch not being properly lined.
(65)	11-19	Deeth	D-e	X-3213-W	55	15	None	-	-	228	Derailed 15th and 51st cars from engine caused by brake beam coming down on 15th car and lodging in switch point.
(66)	12-13	Rose Creek	D-e	1-280	50	15	None	-	-	914	Derailed 30th, 31st and 32nd cars from engine caused by broken journal on 31st car due to overheating.
YEAR 1926											
(67)	1-31	Deeth	L-b	2-276	75	15	None	-	-	250	Broke strap on back end of left main rod and knocked out cylinder head engine 3201.
(68)	2-11	Miriam	H-b	278	80	Standing	None	-	-	2,055	Car, 32nd from caboose, set out of train account hot journal, later found entirely destroyed by fire, apparently having originated from hot journal.
(69)	5-23	Elay	C-b	{ 253 278	12 21	4 4	None	-	-	185	No. 278's engine with 20 cars backed into a cut of 12 cars being handled through cross-over by engine of No. 253, damaging 6 cars.



(No)	Date	Name	Type	No.	Miles	Cause	Injury	Damage
(59)	9-4	Montello	D-g	X-2856-W	88	7	J.J. VandenBerghe	-
(60)	9-16	Conus	H-b	X-2532-W	56	35	None	-
(61)	10-5	Sparks	G-b	{ 5 2-272	{ 5 55	{ 20 to 35 Standing	{ W.K. Smith F.P. Kummer	{ Passgr. Engr. Passenger Fireman
								Killed
								Killed
(62)	10-2	Elko	D-e	5-272	57	12	None	-
(63)	10-4	Clure	L-b	4-280	60	20	None	-
(64)	11-8	Carlin	G-d	{ 2-276 (yd. eng.)	{ 58 2	{ 8 8 to 10	{ None	{ -
(65)	11-19	Deeth	D-e	X-3213-W	55	15	None	-
(66)	12-13	Rose Creek	D-s	1-280	50	15	None	-

other cars, helper engine shoving on rear, when engineer applied brakes in emergency to avoid running over a fireman who stumbled and fell attempting to cross track in front of train. Brakeman in caboose injured.

300 M. of W. gasoline motor car struck by train.

15,840 Passenger train collided with standing freight train on yard track due to switch being left open by yardman, and failure of engine crew on passenger train to be on lookout for signals. No one injured on freight train.

3,528 Derailed 49th, 52nd and 53rd cars from engine and damaged one other car due to loose wheel on 49th car.

517 Back end strap of left main rod broke on engine 2829.

862 Yard engine collided with side of freight train pulling into yard, damaging yard engine and 17 cars in freight train, due to switch not being properly lined.

228 Derailed 15th and 51st cars from engine caused by brake beam coming down on 15th car and lodging in switch point.

914 Derailed 30th, 31st and 32nd cars from engine caused by broken journal on 31st car due to overheating.

**YEAR 1926**

1926											
(67)	1-31	Deeth	L-b	2-276	75	15	None	-	-	250	Brake strap on back end of left main rod and knocked out cylinder head engine 3201.
(68)	2-11	Hiriam	M-b	278	80	Standing	None	-	-	2,055	Car, 32nd from caboose, set out of train account hot journal, later found entirely destroyed by fire, apparently having originated from hot journal.
(69)	5-23	Inlay	C-b	( 253 278	12 21	4 4 }	None	-	-	185	No. 278's engine with 20 cars backed into a cut of 12 cars being handled through cross-over by engine of No. 253, damaging 6 cars.
(70)	5-25	None	D-c	276	55	55	None	-	-	432	Derailed 3rd to 6th cars from caboose account brake lever coming down on 7th car from caboose and lodging between stock rail and throw rail of trailing point switch.
(71)	7-18	Acme	M-b	X-2252-W	16	30	None	-	-	250	M. of W. gasoline motor car struck by train.
(72)	9-5	Hazen	C-d	X-1785-W	36	8	None	-	-	210	Car cornered and damaged while switching, due to switch improperly lined by brakeman.
(73)	9-1	Inlay	D-d	X-2718-W	85	6	None	-	-	720	Derailed engine and 4 cars on yard track caused by defective switch due to it having been previously run through.
(74)	9-2	Bliss	M-b	2-272	55	35	None	-	-	200	M. of W. section motor car struck by train.
(75)	10-13	Noble	M-b	X-3230-W	69	25	None	-	-	390	Two cars damaged due to engineer making heavy application of air and not properly controlling slack, and helper engine shoving on rear.

• YEAR 1927

1947											
(76)	1-8	Ditche	C-h	X-2572-W	26	8	None	-	-	300	Train backing in on siding to pick up outfit cars, collided with the cars and damaged two of the outfit cars.
(77)	1-4	Heer	D-c	280	105	8	None	-	-	845	Derailed and buckled 52nd car from caboose due to emergency action of brakes caused by broken defective yoke strap 20th car from engine.
(78)	3-28	Kinn	C-h	24	5	15	None	-	-	175	Two cars left standing, not secured by hand brakes, ran away and collided with other cars standing.
(79)	4-14	Heer	D-c	276	107	8	None	-	-	788	Derailed and buckled 64th and 65th cars from engine due to emergency action of brakes when train parted due to defective draw-bar yoke strap breaking on 10th car from engine.
(80)	4-17	Thibe	D-c	1-270	22	30	None	-	-	285	Derailed N. of W. Jordan Spreader, caboose and 1 other car due to wings of spreader dropping on track.
(81)	5-5	Lawton	D-c	X-5026-E	66	20	None	-	-	570	Derailed 20th and 21st cars from engine caused by drawbar pulling out of 16th car from engine and falling on track due to draft key losing out.



	DATE (a)	LOCATION (b)	I.C.-G. CLASS (c)	TRAIN NUMBER (d)	NO. CARS IN TRAIN (e)	SPEED M.P.H. (f)	PERSON INJURED		ESTIMATED DISABILITY (Days) (i)	TOTAL DAMAGE (j)	DESCRIPTION OF ACCIDENT (k)
							NAME (g)	OCCUPATION (h)			
1927 YEAR 1927 (CONTINUED)											
(82)	5-24	Bemis	D-d	L-3263-W	75	25	None	-	-	\$ 2,623	Derailed 49th, 52nd, 54th, 59th to 69th cars from head end, caused by improper maintenance of track while making tie renewals.
(83)	6-28	Woolsey	D-e	L-3243-W	84	30	None	-	-	4,846	Derailed 13 cars due to brake beam coming down and lodging between main track and siding rail.
(84)	6-29	Moer	M-b	2-272	123	3	None	-	-	950	Buckled 48th car from head end, due to weakened condition of car, as train was being stopped to cut out helper.
(85)	7-28	Toulon	D-e	2-278	81	30	None	-	-	305	Derailed 11th car from engine due to failure of Vulcan truck side.
(86)	8-21	Hunter	D-e	1-280	120	25	None	-	-	725	Derailed 12th car ahead of caboose due to broken wheel caused by overheating from brakes sticking.
(87)	9-5	Valley Pass	M-b	L-3218-W	143	5	None	-	-	556	Buckled 70th car from head end due to slack action as train being brought to a stop.
(88)	9-5	Valley Pass	M-b	L-3209-W	9	3	None	-	-	600	Buckled 58th car from engine while stopping in siding due to undesired emergency.
(89)	10-22	Imley	C-h	2-276	70	5	None	-	-	600	Engine shoving caboose on to train collided with standing portion of train.
(90)	10-1	Montello	M-b	5-272	81	40	None	-	-	275	Drivers of engine damaged attempting to stop train which got out of control due to brake-pipe between 1st and 2nd car from engine becoming obstructed due to water freezing.
(91)	10-5	Moer	M-b	5-276	94	18	G. J. Bluth	Conductor	4	865	Buckled 13th car from caboose due to emergency action of brakes caused by train parting, 4th car from engine, due to draw-bar yoke strap breaking. Conductor thrown to floor of caboose.
(92)	11-30	Carlin	C-d	(X-3202-W X-3236-W)	115 Light	4 6	None	-	-	297	Helper engine sideswiped freight train pulling into yard, 18th car back of engine, due to negligence of hostler.
(93)	11-13	Montello	D-e	1-258	81	10	None	-	-	773	Derailed 12th car ahead of caboose due to broken wheel caused by overheating from sticking brakes.
(94)	12-30	Elko	M-b	280	86	10	D.E. Lynch	Brakeman	25	354	Airhose blew off 4th car ahead of caboose, causing train to part between 10th and 11th cars from engine due to broken coupler, damaging 4 cars and injuring brakeman in caboose.
1928 YEAR 1928											
(95)	1-1	Elko	M-b	1-276	88	7	J.A. Wakefield	D.H. Brakeman	7	200	Train parted due to drawbar pulling out of 2nd car from engine. Sudden stop damaged 74th and 75th cars from head end and injuring deadhead brakeman in caboose.
(96)	2-3	Carlin	D-g	316	50	6-10	None	-	-	886	Derailed and buckled 45th car from engine and damaged 3 other cars, due to improper handling of air by engineer.
(97)	4-13	Noble	D-e	L-3235-W	100	15	None	-	-	3,200	Derailed and damaged 19th to 22nd cars from caboose due to emergency action of brakes when train parted caused by drawbar yoke breaking on 8th car from engine.
(98)	4-2	Ullin	D-e	276	77	20	None	-	-	425	Derailed and buckled 2nd car from engine, which was a wooden underframe, when conductor used conductor's valve to stop train when he believed train in trouble. Conductor responsible for picking up wooden frame car on head end.
(99)	5-19	Montello	M-b	L-3226-W	92	10	None	-	-	300	Buckled 2nd car from caboose due to sudden stop caused by undesired emergency when stopping in siding.
(100)	5-20	Moer	M-b	1-292	117	5	None	-	-	315	Damaged 19th, 45th and 46th cars from head end when recoupling train.



(87)	9-5	Valley Pass	M-b	X-3218-W	143	5	None	-	-	556	Buckled 70th car from head end due to slack action as train being brought to a stop.
(88)	9-5	Valley Pass	M-b	X-3209-W	90	3	None	-	-	600	Buckled 58th car from engine while stopping in siding due to undesired emergency.
(89)	10-22	Imay	C-h	2-276	70	5	None	-	-	600	Engine shoving caboose on to train collided with standing portion of train.
(90)	10-1	Montello	M-b	5-272	81	40	None	-	-	275	Drivers of engine damaged attempting to stop train which got out of control due to brake-pipe between 1st and 2nd car from engine becoming obstructed due to water freezing.
(91)	10-5	Noor	M-b	5-276	94	18	G. J. Bluth	Conductor	4	865	Buckled 13th car from caboose due to emergency action of brakes caused by train parting, 4th car from engine, due to draw-bar yoke strap breaking. Conductor thrown to floor of caboose.
(92)	11-30	Carlin	C-d	(X-3202-W X-3236-W)	115 Light	4 ) 6 )	None	-	-	297	Helper engine sideswiped freight train pulling into yard, 18th car back of engine, due to negligence of hostler.
(93)	11-13	Montello	D-c	d-258	81	10	None	-	-	773	Derailed 12th car ahead of caboose due to broken wheel caused by overheating from sticking brakes.
(94)	12-30	Elko	M-b	280	86	10	D.E. Lynch	Brakeman	25	354	Airhose blow off 4th car ahead of caboose, causing train to part between 10th and 11th cars from engine due to broken coupler, damaging 4 cars and injuring brakeman in caboose.
1928											
YEAR 1928											
(95)	1-1	Elko	M-b	1-276	88	7	J.A. Wakefield	D.H. Brakeman	7	200	Train parted due to drawbar pulling out of 2nd car from engine. Sudden stop damaged 74th and 75th cars from head end and injuring deadhead brakeman in caboose.
(96)	2-3	Carlin	D-g	316	50	6-10	None	-	-	886	Derailed and buckled 45th car from engine and damaged 3 other cars, due to improper handling of air by engineer.
(97)	4-13	Noble	D-c	X-3235-W	100	15	None	-	-	3,200	Derailed and damaged 19th to 22nd cars from caboose due to emergency action of brakes when train parted caused by drawbar yoke breaking on 8th car from engine.
(98)	4-2	Ullin	D-c	276	77	20	None	-	-	425	Derailed and buckled 2nd car from engine, which was a wooden underframe, when conductor used conductor's valve to stop train when he believed train in trouble. Conductor responsible for picking up wooden frame car on head end.
(99)	5-19	Montello	M-b	X-3228-W	92	10	None	-	-	300	Buckled 2nd car from caboose due to sudden stop caused by undesired emergency when stopping in yard.
(100)	5-20	Noor	M-b	1-292	117	5	None	-	-	315	Damaged 19th, 45th and 46th cars from head end when recoupling train at too high rate of speed, after cutting out helpers.
(101)	6-5	Knight's Spur	M-b	280	78	25	None	-	-	1,160	Journal burned off 11th car from engine but car did not derail; dragging journal box damaging track.
(102)	9-7	Gerald	D-c	1-276	71	15	None	-	-	185	Derailed 24th car from head end caused by loose wheel.
(103)	9-21	Wells	D-g	1-292	71	8	None	-	-	458	Derailed engine while switching, due to reversing movement through switch which had been split due to brakeman not properly throwing switch.
(104)	9-3	Clure	L-b	2-276	80	10	None	-	-	300	Back cylinder, crosshead and bottom guide broken and piston rod bent when wedge bolt in back end of left main rod broke.
(105)	10-13	Rose Creek	D-c	X-3256-W	78	30	None	-	-	194	Derailed 37th car from head end due to loose wheel.
(106)	11-22	Verdi	D-c	X-4003-E	63	20	None	-	-	660	Derailed 3rd car from caboose due to broken cast-iron wheel caused by overheating.
(107)	11-28	Verdi	D-c	X-4015-E	49	20	None	-	-	867	Derailed 16th car from caboose due to broken cast-iron wheel caused by overheating.
(108)	12-26	Rannex	C-d	( 292 WPRR X-9-E	83 7	Standing 8 to 10	None	-	-	10,500	West. Pacific No. 9. East collided with engine attached to S.P. train. No. 292 due to failure of crew on No. 292 to properly protect rear of their train and Western Pacific train moving too high rate of speed.

	DATE	LOCATION	I.C.C. CLASS	TRAIN NUMBER	NO. CARS IN TRAIN	SPEED M.P.H.	PERSON INJURED		ESTIMATED DISABILITY (Days)	TOTAL DAMAGE	DESCRIPTION OF ACCIDENT
							NAME	OCCUPATION			
YEAR 1929											
(109)	2-6	Moore	M-b	292	122	15	None	-	-	\$ 457	Buckled 21st car from head end due to hidden defects in center sill as train was stopping to cut out helper engines.
(110)	5-8	Ellison	D-d	2-292	88	1	None	-	-	375	Derailed engine on spur while switching caused by rail turning over.
(111)	9-1	Iron Point	D-c	X-3241-W	72	30	None	-	-	276	Derailed 27th car from caboose due to failure of arch bar truck.
(112)	9-26	Kima	D-g	191	5	2	J.L. Maher	Conductor	Killed	200	Derailed and turned over 2 cars due to switch not being properly lined.
(113)	10-3	Montello	C-h	X-3229-W	80	8	None	-	-	650	Engine collided with head portion of standing train.
(114)	10-21	Palais	D-c	X-3248-W	49	35	None	-	-	260	Derailed 4th car from caboose due to failure of arch bar truck.
(115)	10-19	Elburn	L-b	4-276	76	30	None	-	-	250	Broken left main crank pin engine 3256, due to flaw.
(116)	11-2	Libby	D-d	183	43	20	None	-	-	1,568	Derailed 5th to 15th cars from engine due to broken rail.
(117)	12-5	Wese	D-g	3-292	78	8	None	-	-	376	Derailed engine and 2 cars account overrunning derail.
YEAR 1930											
(118)	1-15	Big Canyon	C-a	2-184 1-184	23 None	15 Standing	None	-	-	2,268	Freight train 2-284 collided with 2 engines coupled running as 1-284, due to failure of enginemen to provide flag protection.
(119)	5-4	Wills	D-e	23	5	25	C.P. Devine	Engineer	Killed	2,103	Derailed engine and 4 cars due to melted snow washing out levee and undermining track.
(120)	6-18	Bedonko	M-b	276	111	3	None	-	-	470	Buckled 6th car from engine when emergency action of brakes occurred while backing on siding due to trespasser stepping on cutting lever.
(121)	7-8	Pay Pass	M-b	X-4375-W	140	5	None	-	-	700	Buckled 70th and 124th cars from head end when slack ran in as train was being brought to a stop.
(122)	7-22	Cobre	M-b	X-4375-W	140	8	None	-	-	950	Buckled 68th and 135th cars from head end when slack ran in as train was being brought to a stop.
(123)	7-24	Ryder	M-b	X-3225-W	126	20	None	-	-	2,089	Train parted caused by drawbar pulling out of first car behind engine due to draft key falling out, damaging 6 cars.
(124)	8-16	Eristo	D-1	259	68	25	None	-	-	310	Derailed 18th car from caboose due to it being improperly loaded.
(125)	9-19	Rennox	D-1	1-276	102	3	None	-	-	250	Derailed engine due to rigid engine and guard rail slightly out of position.
(126)	10-7	Thiabe	D-b	276	112	30	Trespasser	-	10	1,703	Derailed 54th car from engine and damaged engine tender, 1st, 2nd and 53rd cars, due to train parting, caused by knuckle breaking on 24th car from engine.
(127)	10-29	Dithe	D-c	1-276	100	35	None	-	-	769	Derailed 24th car from caboose due to broken cast-iron wheel caused by flaw.
(128)	10-12	Lowelock	M-a	2-292	79	6	None	-	-	250	Buckled 72nd car from engine when emergency application of brakes made by engineer to avoid striking auto truck.
(129)	10-10	Preble	M-b	1-280	102	35	W. A. Peel I. S. Gran	Brakeman Brakeman	12 16	1,290	Broken journal and collapse of truck caused by flaw 4th car from engine; train parted between 3rd and 4th cars. Sudden stop injured trainmen in caboose.
(130)	11-5	Upall	D-c	X-3212-W	64	40	None	-	-	283	Derailed 1st car behind engine due to broken cast-iron wheel caused from overheating.
(131)	11-14	La	D-c	X-4 W	104	40	None	-	-	400	Derailed 26th car from caboose due to broken cast-iron wheel caused from



121	6-4	Winn	D-s	23	5	25	C.P. Devine	Engineer	Killed	2,103	Derailed engine and 4 cars due to melted snow washing out levee and undermining track.
122	6-18	Secor	M-b	276	111	3	None			470	Buckled 6th car from engine when emergency action of brakes occurred while backing on siding due to trespasser stepping on cutting lever.
123	7-5	Valley Pass	M-b	X-4375-W	140	5	None			700	Buckled 70th and 124th cars from head end when slack ran in as train was being brought to a stop.
124	7-22	Cobre	M-b	X-4375-W	140	8	None			950	Buckled 68th and 135th cars from head end when slack ran in as train was being brought to a stop.
125	7-24	Ryndon	M-b	X-3225-W	126	20	None			2,089	Train parted caused by drawbar pulling out of first car behind engine due to draft key falling out, damaging 6 cars.
126	8-16	Bristo	D-i	259	68	25	None			310	Derailed 18th car from caboose due to it being improperly loaded.
127	8-17	Rendox	D-i	1-276	102	3	None			250	Derailed engine due to rigid engine and guard rail slightly out of position.
128	10-7	Thiabe	D-b	276	112	30	Trespasser		10	1,703	Derailed 54th car from engine and damaged engine tender, 1st, 2nd and 53rd cars, due to train parting, caused by knuckle breaking on 24th car from engine.
129	10-22	Pitho	D-c	1-276	100	35	None			769	Derailed 24th car from caboose due to broken cast-iron wheel caused by flaw.
130	10-12	Lovelock	M-a	2-292	79	6	None			250	Buckled 72nd car from engine when emergency application of brakes made by engineer to avoid striking auto truck.
131	10-10	Preble	M-b	1-280	102	35	W. A. Peel I. S. Oram	Brakeman Brakeman	12 16	1,290	Broken journal and collapse of truck caused by flaw 4th car from engine; train parted between 3rd and 4th cars. Sudden stop injured trainmen in caboose.
132	11-5	Upson	D-c	X-3212-W	64	40	None			283	Derailed 1st car behind engine due to broken cast-iron wheel caused from overheating.
133	11-2	Osola	D-c	X-4400-W	104	40	None			400	Derailed 26th car from caboose due to broken cast-iron wheel caused from overheating.
134	11-10	Allo	D-i	2-276	102	3	None			900	Derailed 25th car and buckled 24th car from engine account 24th car not in suitable condition to withstand ordinary train usage.
135	12-11	Tloga	M-b	276	123	10	None			850	Buckled 56th car from engine account weak construction when branch pipe broke on 37th car from engine.
1931											
YEAR 1931											
136	1-16	Haasen	L-b	194	2	15	None			200	Right main rod pin broke off next to wheel center and knocked out right cylinder head, engine 2173.
137	1-10	Eglen	C-h	X-1785-W	33	6	None			373	One car collided with another during a switching move, due to car being left standing on grade without hand brake being set.
138	1-25	Zenobia	D-c	259	110	28	None			315	Derailed 53rd car from engine due to airhose blowing off 18th car from engine which caused steel draft arm 53rd car to be broken off at body bolster and truck pulled out from under car.
139	1-22	Wells	D-h	X-4336-W	133	8	None			678	Derailed and buckled 53rd car from caboose when emergency action of brakes occurred due to trespasser stepped on cutting lever between 5th and 6th cars.
140	8-11	Flanigan	D-c	183	33	3	None			180	Derailed 23rd car from head end due to bottom rod dropping down and raising truck from rails, while switching on interchange track.
141	8-9	Cobre	M-b	292	98	15	None			600	Buckled 69th car from engine when emergency action of brakes occurred due to defective branch pipe on 69th car.
142	8-21	Wells	M-b	X-4373-W	87	8	None			785	Buckled 79th and 80th cars from engine when emergency action of brakes occurred due to trespasser stepping on cutting lever 10th car from engine.

Sheet 6 of 9 sheets.

Sheet 6 of 9 sheets.

	DATE (a)	LOCATION (b)	I.C.C. CLASS (c)	TRAIN NUMBER (d)	NO. CARS IN TRAIN (e)	SPEED M.P.H. (f)	PERSON INJURED		ESTIMATED DISABILITY (Days) (i)	TOTAL DAMAGE (j)	DESCRIPTION OF ACCIDENT (k)
							NAME (g)	OCCUPATION (h)			
1931 YEAR 1931 (CONTINUED)											
(141)	9-22	Wear	M-b	2-292	125	2	None	-	-	\$ 500	Buckled 66th car from engine while train moving in siding due to too much braking power on head end and engineer improperly handling air.
(142)	10-26	Wells	M-b	1-292	125	4	None	-	-	505	Buckled 58th car from engine due to undesired emergency action of brakes as train was stopping in siding.
(143)	11-24	Alason	D-b	3-292	80	15	None	-	-	945	Derailed 4th car from engine due to defective drawbar pulling out of 3rd car and falling on track.
1932 YEAR 1932											
(144)	1-31	Valley Pass	D-e	292	85	5	None	-	-	300	Derailed engine truck due to ice and snow on track.
(145)	3-20	Grouse	L-b	X-4332-W	71	15	None	-	-	350	Front end of left main rod broke due to flaw and knocked out left front cylinder head engine 4332.
(146)	4-2	Plute	L-b	X-4373-W	54	40	None	-	-	370	Left back side rod failed engine 4373 due to flaw.
(147)	4-11	Reno	L-b	24	21	5	None	-	-	300	Left main rod strap broke on engine 2339 due to flaw.
(148)	4-17	Icarus	L-b	X-4328-W	92	10	None	-	-	249	Right intermediate side rod failed on engine 4328 due to flaw.
(149)	4-18	Ryndon	L-b	X-4329-W	105	20	None	-	-	493	Left middle connecting rod broke on engine 4329 due to flaw.
(150)	7-14	Wells	L-c	570	73	15	None	-	-	1,075	Right No. 2 axle broke off inside of driving box engine 3619. Caboose buckled when engineer made emergency application of brakes.
(151)	7-12	Inlay	M-b	X-4363-W	85	6	None	-	-	250	Damaged 1st and 2nd car behind engine while 85 cars being backed in on yard track, due to trespasser stepping on cutting lever.
(152)	8-28	Dumphy	D-d	574	101	4	None	-	-	356	Engine derailed while shoving 4 cars in on house track preparatory to picking up 1 car, due to poor condition of ties in track.
(153)	8-2	Hasen	L-b	X-3619-W	98	20	None	-	-	800	Left cross-head broke at piston fit, breaking cylinder head and bottom portion of cylinder engine 3619.
(154)	9-18	Cedar	L-b	2-576	125	10	None	-	-	300	Right main pin broke damaging cylinder and bending rods engine 4365.
(155)	10-17	Sparks	L-b	566	105	10	None	-	-	160	Right middle connecting rod broke on engine 4332, due to flaw.
(156)	10-27	Wells	L-b	4-574	103	Starting	None	-	-	160	Right middle connecting rod broke on engine 4334, due to flaw.
(157)	11-12	Cosgrave	L-t	3-574	95	25	None	-	-	250	Left main rod broke and knocked out cylinder head engine 4364 due to progressive fracture.
1933 YEAR 1933											
(158)	1-3	Lovelock	D-g	562	99	10	None	-	-	438	Derailed engine tender and 2 cars while switching due to switch being improperly lined.
(159)	4-10	Beggs	L-b	578	91	Starting	None	-	-	190	Right main rod broke on engine 4334 due to flaw.
(160)	5-12	Fernley	L-b	X-4332-W	111	12	None	-	-	450	Right main rod broke on engine 4332 due to progressive fracture.
(161)	7-13	Inlay	D-b	2-562	95	20	None	-	-	279	Derailed 3rd car from engine when drawbar in head car in train pulled out and fell on track.



1932

YEAR 1932

(144)	1-31	Valley Pass	D-e	292	85	5	None	-	-	300	Derailed engine truck due to ice and snow on track.
(145)	3-20	Grouse	L-b	X-4332-W	71	15	None	-	-	350	Front end of left main rod broke due to flaw and knocked out left front cylinder head engine 4332.
(146)	4-2	Piute	L-b	X-4373-W	54	40	None	-	-	370	Left back side rod failed engine 4373 due to flaw.
(147)	4-11	Reno	L-b	24	21	5	None	-	-	300	Left main rod strap broke on engine 2339 due to flaw.
(148)	4-17	Icarus	L-b	X-4328-W	92	10	None	-	-	249	Right intermediate side rod failed on engine 4328 due to flaw.
(149)	4-18	Ryndon	L-b	X-4329-W	105	20	None	-	-	493	Left middle connecting rod broke on engine 4329 due to flaw.
(150)	7-14	Wells	L-c	570	73	15	None	-	-	1,075	Right No. 2 axle broke off inside of driving box engine 3619. Caboose buckled when engineer made emergency application of brakes.
(151)	7-12	Inlay	M-b	X-4363-W	85	6	None	-	-	250	Damaged 1st and 2nd car behind engine while 85 cars being backed in on yard track, due to trespasser stepping on cutting lever.
(152)	8-28	Dunphy	D-d	574	101	4	None	-	-	356	Engine derailed while shoving 4 cars in on house track preparatory to picking up 1 car, due to poor condition of ties in track.
(153)	8-2	Hazen	L-b	X-3619-W	98	20	None	-	-	800	Left cross-head broke at piston fit, breaking cylinder head and bottom portion of cylinder engine 3619.
(154)	8-18	Cedar	L-b	2-576	125	10	None	-	-	300	Right main pin broke damaging cylinder and bending rods engine 4365.
(155)	10-17	Sparks	L-b	566	105	10	None	-	-	160	Right middle connecting rod broke on engine 4332, due to flaw.
(156)	10-27	Wells	L-b	4-574	103	Starting	None	-	-	160	Right middle connecting rod broke on engine 4334, due to flaw.
(157)	11-12	Cosgrave	L-b	3-574	95	25	None	-	-	250	Left main rod broke and knocked out cylinder head engine 4364 due to progressive fracture.

1933

YEAR 1933

(158)	1-3	L. Belock	D-g	562	99	10	None	-	-	438	Derailed engine tender and 2 cars while switching due to switch being improperly lined.
(159)	4-10	Beckwe	L-b	578	91	Starting	None	-	-	190	Right main rod broke on engine 4334 due to flaw.
(160)	5-12	Fernley	L-b	X-4332-W	111	12	None	-	-	450	Right main rod broke on engine 4332 due to progressive fracture.
(161)	7-13	Inlay	D-b	2-562	95	20	None	-	-	279	Derailed 3rd car from engine when drawbar in head car in train pulled out and fell on track.
(162)	7-31	Alason	D-b	X-3636-W	100	25	A.E. Righan	Conductor	70	437	Derailed 11th to 13th cars from engine due to bottom rod on 5th car from engine dropping down and lodging in frog. Conductor walking in body of caboose at time was thrown against cupola steps.
(163)	8-13	Carlin	M-b	570	102	5	None	-	-	500	Buckled 62nd car and damaged 87th car from engine due to undesired emergency as engineer commenced service application of brakes to stop train on yard track.
(164)	10-3	Noor	C-d	574	95	4	None	-	-	390	Helper engine backed into side of another helper engine having hold of 2 cars and caboose, due to mistaking signals and trainmen not in proper position.
(165)	10-30	Red House	D-1	1-574	111	8	None	-	-	1,049	Derailed and buckled 2nd car from engine while backing train in siding to let No. 10 depart, due to some unknown person stepping on cutting lever 62 cars from engine.
(166)	11-9	Loray	M-b	1-576	111	10	None	-	-	216	Buckled 46th car from engine while train was pulling out of siding when engineer made service application of brakes, due to car being too weak to withstand ordinary train operation.
(167)	12-21	Cobb	D-b	2-3761-W	79	5	None	-	-	1,686	Derailed engine caused by condition of wheels due to sliding.



	DATE	LOCATION	I.C.C. CLASS	TRAIN NUMBER	NO. CARS IN TRAIN	SPEED M.P.H.	PERSON INJURED		ESTIMATED DISABILITY (Days)	TOTAL DAMAGE	DESCRIPTION OF ACCIDENT
							NAME	OCCUPATION			
	1934										
	YEAR 1934										
(166)	5-11	Avenel	D-e	X-3733-W	111	20	A. E. Nigham H. L. Petersen	Conductor Brakeman	20 25	\$5,000	Derailed 36th to 42nd cars from head end due to broken arch bar on the 36th car. Sudden stop injured trainmen in caboose.
(168)	5-5	Bacon	D-1	X-4343-W	95	8	None	-	-	800	Derailed 54th to 57th cars from engine due to "jack-knife" action of short pivoted draw bars on empty P.R.R. passenger refrigerator cars as train was being brought to a stop.
(170)	6-16	Wells	D-1	X-3758-W	127	5	None	-	-	800	Derailed and damaged one car due to emergency action of brakes caused by trespasser stepping on cutting lever 30 cars from head end
(171)	6-15	Montello	L-b	X-3781-W	127	8	None	-	-	185	Left front crank pin broke.
(172)	7-30	Carlin	C-d	( 574 (Eng. 4369)	22 None	10) 10)	None	-	-	585	Light engine collided with cut of 22 cars being handled by No. 574's engine backing on main track.
(173)	9-25	Deeth	D-e	X-3730-W	104	6	None	-	-	162	Derailed 19th car from caboose while train was pulling out of siding due to loose wheel.
(174)	11-26	Valley Pass	M-b	X-3758-W	80	3	None	-	-	400	Buckled 48th car from head end stopping to cut out helpers caused by undesired emergency action of brakes due to water in triple of auxiliary water car.
(175)	11-26	Valley Pass	O-1	X-3758-W	80	6	None	-	-	307	Helper engine shoving rear portion of train consisting of 3 cars and caboose after helper cut out, collided with rear end of standing portion of train due to trainmen not being in proper position.
	1935										
	YEAR 1935										
(176)	1-4	Bliss	M-b	1-570	100	30	None	-	-	275	Damaged 90th and 91st cars from head end and broke eye out of 12th car from head end, due to branch pipe falling on 92nd car from head end.
(177)	1-21	Sparks	D-g	488	54	4	None	-	-	485	Engine and 3 cars derailed pulling into yard account defective switch due to it having been previously run through.
(178)	4-19	Sparks	M-b	X-4143-E	79	10	None	-	-	724	Buckled 62nd car from head end, account knuckle breaking on 1st car in train, due to air brakes being released at too slow rate of speed.
(179)	9-18	Leaside	L-b	X-3735-W	39	30	None	-	-	920	Right main pin broke off in wheel center.
(180)	9-21	Plute	L-b	X-4346-W	91	40	None	-	-	400	Left main pin broke.
(181)	10-23	Montello	D-g	3-592	105	5	None	-	-	250	Brakeman threw switch while car passing over it during switching move, derailed car and knocked down water column.
(182)	11-11	Ditho	D-d	544	92	5	None	-	-	2,025	Broken rail in siding while train heading in, derailed 11th to 13th cars from head end and damaged 8 other cars when emergency stop made account of derailment.
	1936										
	YEAR 1936										
(183)	2-26	Paquoip	D-e	X-3746-W	77	30	None	-	-	587	Derailed rear trucks of 21st car from engine, due to body bolster breaking on that car when air went into emergency due to brake shoe dropping off car, then striking and uncoupling air hose.
(184)	3-27	Winnemucca	D-g	572	3	5	None	-	-	319	Two cars derailed, one of the two being partly tipped over, when movement reversed after running through switch.
(185)	4-24	Reno	D-e	X-4111-E	70	15	None	-	-	4,308	Derailed 38th to 41st cars, 39th to 41st cars being turned over on their

(173)	9-25	Death	D-e	I-3730-W	104	6	None	-	-	188	Derailed 19th car from caboose while train was pulling out of siding due to loose wheel.
(174)	11-28	Valley Pass	M-b	I-3738-W	80	3	None	-	-	600	Buckled 48th car from head end stopping to cut out. Signals caused by undesired emergency action of brakes due to water in triple of auxiliary under car.
(175)	11-28	Valley Pass	O-1	I-3733-W	80	4	None	-	-	307	Helper engine shoving rear portion of train consisting of 3 cars and caboose after helper cut out, collided with rear end of standing portion of train due to trainmen not being in proper position.
YEAR 1935											
(176)	1-4	Bliss	M-b	I-3790	100	30	None	-	-	275	Damaged 90th and 91st cars from head end and broke eye out of 12th car from head end, due to branch pipe failing on 92nd car from head end.
(177)	1-21	Sparks	D-g	488	84	4	None	-	-	485	Engine and 3 cars derailed pulling into yard account defective switch due to it having been previously run through.
(178)	4-19	Sparks	M-b	I-4143-E	79	10	None	-	-	784	Buckled 62nd car from head end, account knuckle breaking on 1st car in train, due to air brakes being released at too slow rate of speed.
(179)	9-18	Icarus	L-b	I-3735-W	39	30	None	-	-	980	Right main pin broke off in wheel center.
(180)	9-21	Plute	L-b	I-4366-W	91	40	None	-	-	400	Left main pin broke.
(181)	10-23	Montello	D-g	3-592	103	5	None	-	-	250	Brakeman threw switch while car passing over it during switching move, derailed car and knocked down water column.
(182)	11-11	Ditho	D-d	566	92	5	None	-	-	2,025	Broken rail in siding while train heading in, derailed 11th to 13th cars from head end and damaged 8 other cars when emergency stop made account of derailment.
YEAR 1936											
(183)	2-28	Pequop	D-e	I-3746-W	77	30	None	-	-	667	Derailed rear trucks of 21st car from engine, due to body bolster breaking on that car when air went into emergency due to brake shoe dropping off car, then striking and uncoupling air hose.
(184)	3-27	Winnemucca	D-g	572	3	5	None	-	-	319	Two cars derailed, one of the two being partly tipped over, when movement reversed after running through switch.
(185)	4-24	Reno	D-e	I-4111-E	70	15	None	-	-	4,308	Derailed 36th to 41st cars, 36th to 41st cars being turned over on their sides when journal broke on 36th car from engine due to overheating and derailed wheels contacted planking in street crossing.
(186)	5-6	Reno	O-h	488	53	4	None	-	-	226	Out of 16 cars being coupled to train struck rear portion of train with sufficient force to damage 15th car back from engine, due to failure of engineer to act on signals of trainmen.
(187)	5-21	Halleck	M-b	I-3830-W	12	12	None	-	-	200	Train order semaphore knocked down by boom of hoist on car which swung around due to boom not being secured and leaky throttle on hoist.
(188)	6-26	Huxley	M-b	560	99	10	None	-	-	228	Journal on 74th car from engine broke due to overheating.
(189)	7-16	Valley Pass	D-j	I-3696-W	96	15	None	-	-	299	Derailed caboose when lead wheels of forward truck climbed guard rail, caboose sluing cross-wise of track and helper engine shoving against it.
(190)	7-25	Mina	C-h	605	4	3	None	-	-	260	Damaged three cars in 10 car cut when four cars being dropped struck the cut, due to conductor lining wrong switch.
(191)	8-5	Red House	L-b	578	95	30	None	-	-	250	Right main rod on engine broke due to progressive flaw.
(192)	8-6	Granite Point	D-e	3-542	91	40	J. Q. Baker	Brakeman	11	35,224	Journal broke on 31st car from engine due to overheating, car derailling and tearing out switch, causing derailment of following 27 cars, 10 being turned over and 2 tipped on edge, brakeman in cupola of caboose being injured.



	DATE	LOCATION	I.C.C. CLASS	TRAIN NUMBER	NO. CARS IN TRAIN	SPEED M.P.H.	PERSON INJURED		ESTIMATED DISABILITY (Days)	TOTAL DAMAGE	DESCRIPTION OF ACCIDENT
							NAME	OCCUPATION			
YEAR 1936 (Continued).											
(193)	9-15	Pithe	C-c	3-564	64	35	None	-	-	\$1,500	Damaged 22nd and 23rd cars from engine when train parted between 59th and 60th cars due to airhose uncoupling causing emergency application of brakes, separating train, the rear end running into head end of train.
(194)	10-4	Reno	M-b	I-4148-W	85	10	R.H. Wells	Conductor	10	290	75th, 76th, 79th, and 84th cars from engine damaged when emergency stop made to avoid striking intoxicated woman on crossing, conductor in caboose being injured.
(195)	10-24	Carlin	C-b	1-578	5	10	None	-	-	525	5 cars placed on track 4 on which brakeman failed to set handbrakes, rolled out and struck out of 17 cars, damaging 3 of the cars.
(196)	10-26	Bliss	D-c	1-576	92	35	None	-	-	443	Derailed rear pair of wheels of lead truck of 35th car when truck-side broke due to 35% old break, in web of truck-side.
(197)	11-15	Sparks	D-c	I-2811-E	None	4	None	-	-	191	Number 1 driving journal of engine broke due to overheating, left No. 1 driver derailed at frog.
(198)	12-17	Perran	L-c	I-3719-W	73	35	None	-	-	180	Right main driving tire of engine broke due to old concealed crack.
YEAR 1937											
(199)	1-11	Tule	D-c	I-3746-W	72	2	None	-	-	874	Car with broken arch bar being moved into clear on siding, derailed when truck frame contacted planks of plank crossing.
(200)	1-23	Stone House	D-c	I-3725-W	74	35	None	-	-	495	Derailed rear pair of wheels of forward truck of 23rd car when journal broke due to overheating.
(201)	2-14	Kampos	D-c	1-574	66	40	None	-	-	308	Derailed forward wheels of lead truck of 12th car due to truck-side breaking on account of old concealed flaw.
(202)	3-5	Cobre	D-c	I-3716-W	50	6	None	-	-	220	Engine truck derailed at guard rail of switch due to coil spring on engine truck breaking.
(203)	4-30	Pellende	L-c	594	104	20	None	-	-	295	Main axle on engine broke due to progressive fracture.
(204)	6-5	Massie	D-c	566	73	40	None	-	-	18,027	Auxiliary tender and following 15 cars derailed, due to rear axle of eng. tender breaking account of progressive fracture, derailed cars running 2,500 feet on ground.
(205)	6-23	Tulasco	L-b	I-3679-W	95	35	None	-	-	290	Left No. 2 crank pin of engine broke due to progressive fracture.
(206)	7-1	Reno	M-b	I-4151-W	None	25	None	-	-	175	Motor car and push car left standing on track struck by light engine.
(207)	8-5	Sparks	L-b	I-4365-W	99	10	None	-	-	175	Left middle connection rod of engine broke due to progressive flaw.
(208)	8-5	Osino	L-b	I-3680-W	110	35	None	-	-	205	Right main crank pin on engine broke due to progressive fracture.
(209)	8-10	Mt. Montgomery	L-c	511	22	15	None	-	-	874	Derailed 5th to 9th cars following engine when drawbar and draft rigging of 4th car pulled out, due to failure of draft bolts, and dropping in center of track.
(210)	9-7	Humboldt	L-c	566	102	35	None	-	-	200	Left No. 4 driving tire on engine broke due to progressive fracture.
(211)	10-8	Reno	D-c	606	25	35	None	-	-	261	Derailed rear wheels of rear truck of 15th car, when rear truck knocked out from under 16th car, when drawhead of 13th car came out, due to loss of retainer key and dropped in center of track.





Sheet 9 of 9 sheets.											
DATE (a)	LOCATION (b)	I.C.C. CLASS (c)	TRAIN NUMBER (d)	NO. CARS IN TRAIN (e)	SPEED M.P.H. (f)	PERSON INJURED		ESTIMATED DISABILITY (Days) (i)	TOTAL DAMAGE (j)	DESCRIPTION OF ACCIDENT (k)	
						NAME (g)	OCCUPATION (h)				
1938											
YEAR 1938 (Continued)											
(219)	7-2	Anthony	L-b	1-574	103	25	None	-	-	885	Right No. 2 crank pin of engine broke due to progressive fracture.
(220)	8-29	Mina	D-1	605	11	30	None	-	-	710	Lead wheels of lead truck of 3rd car derailed due to slight irregularities in track and car down on side bearings, the car running 3,000 feet on ground before train stopped.
(221)	9-6	Fernley	L-b	605	4	5	None	-	-	230	Main driving axle of engine broke due to progressive fracture.
(222)	10-10	Congrave	D-c	X-3751-W	79	40	None	-	-	1,623	Derailed 56th and 57th cars behind engine, due to arch bar column bolt breaking, strap of arch bar truck engaging diverging rail to siding, causing derailment.
(223)	10-12	Bowase	M-b	X-3730-W	83	15	None	-	-	275	Train struck motor cars and trailers on track, due to engineer's failure to properly respect flag protection.
(224)	10-21	Red House	M-b	3-574	103	4	None	-	-	173	Coupler pulled out of the 78th car from engine by heavy run out of slack due to improper handling of air by engineer while backing up at slow speed.
(225)	11-19	Reno	M-b	X-4165-W	85	12	#C.E. Gooble #J.K. Page #D.B. Woolverton #J.C. Hooker #J.C. Padovan	Conductor Brakeman Brakeman Brakeman Brakeman	286 109 81 58 51	278	Train stopped suddenly when due to heavy service application made to avoid striking automobile foul of track, conductor and brakemen, all of whom were riding in caboose, being injured.
(226)	12-11	Gileonda	L-b	576	91	30	None	-	-	384	Nut on left piston rod failed due to stripped thread caused by water in cylinder.
1939											
YEAR 1939											
(227)	1-5	Montello	M-b	X-3708-W	88	20	None	-	-	187	Undesired emergency as train was stopping caused end to be pulled out of 39th car from engine and broken knuckle on first and fifth cars from engine.
(228)	2-1	Lovelock	D-1	X-3751-E	90	8	None	-	-	697	Second car from engine buckled and derailed by emergency stop due to knuckle pin raising on 56th car from engine separating train while train was backing in on siding.
(229)	2-7	Ditko	L-b	X-3693-W	79	35	None	-	-	168	Left side rod collar on engine broke due to progressive fracture.
(230)	7-19	Ocala	D-c	556	88	40	None	-	-	2,193	Derailed 83rd, 84th and 85th cars from engine account of axle breaking on 83rd car due to progressive fracture.
(231)	8-31	Kampos	D-g	1-578	42	4-6	None	-	-	200	Two cars of cut being backed in on spur track were backed off end of track.
(232)	12-8	Halleck	L-b	X-3698-W	109	35	None	-	-	265	Eccentric crank arm trunnion, left main pin, of engine broke, due to progressive fracture.

g - Caused from sudden stopping, starting, lurch or jerk of car or train.



SOUTHERN PACIFIC COMPANY  
(Pacific Lines)DETAIL OF TRAIN ACCIDENTS,  
ROAD FREIGHT TRAIN OPERATION,  
REPORTED TO THE INTERSTATE COMMERCE COMMISSION

## STATE OF NEVADA

	DATE (a)	LOCATION (b)	I.C.C. CLASS (c)	TRAIN NUMBER (d)	NO. CARS IN TRAIN (e)	SPEED M.P.H. (f)	PERSON INJURED		ESTIMATED DISABILITY (DAYS) (i)	TOTAL DAMAGE (j)	DESCRIPTION OF ACCIDENT (k)
							NAME (g)	OCCUPATION (h)			
1940											
YEAR 1940											
(233)	1-18	Reno	D-c	X-4178-E	63	15	None	-	-	\$0.275	One car derailed account brake beam coming down on 3th car from engine and catching in frog.
(234)	2-7	Imlay	D-c	X-3743-W	34	3	None	-	-	155	Two cars derailed account transom post on 15th car from engine breaking falling from car and lodging in switch.
(235)	2-21	Falisade	D-1	X-3713-E	94	35	None	-	-	214	Second car ahead caboose derailed account slight irregularity in track and rigid condition of coupler.
(236)	3-1	Harsh	L-b	562	95	3	None	-	-	161	Right main rod broke.
(237)	3-21	Deeth	L-b	570	80	35	None	-	-	161	Eccentric crank arm trunion broke.
(238)	4-15	Lux	D-c	605	18	35	None	-	-	551	One car derailed account axle breaking 8th car from engine.
(239)	5-24	Argenta	L-c	X-3761-W	99	40	None	-	-	191	Driving tire on locomotive broke.
(240)	5-31	Preble	M-b	1-576	104	36	None	-	-	360	Truck motor car struck by train.
(241)	6-16	Kosel	M-b	X-3688-W	94	5	None	-	-	492	Locomotive tender frame broke down.
(242)	6-23	Hunter	L-b	574	82	40	None	-	-	161	Crank pin on engine broke.
(243)	7-19	Sparke	D-c	X-4178-E	62	4	None	-	-	239	One car derailed account brake rigging dropped down and lodged in switch.
(244)	7-27	Battle Mountain	L-b	X-3753-W	125	20	W.B.Hilbish	Brakeman	10	275	Right main crank pin broke.
(245)	8-10	Imlay	M-b	1-561	O. e. at time	1	None	-	-	175	Water column damaged.
(246)	9-16	Battle Mountain	D-g	X-2344-W	8	8	None	-	-	409	Engine and 1 car derailed account switch not properly secured.
(247)	10-26	Valery	L-b	X-3669-W	98	40	J.W.Airhart	Conductor	4	265	Reverse gear piston rod stuffing box disconnected, causing engine to reverse itself, employe in caboose injured.
(248)	11-14	Ullin	M-b	X-3693-W	99	25	None	-	-	226	Helper engine and car damaged when coupler slipped by between road engine and first car.
(249)	11-26	Mill City	D-c	2-561	61	40	None	-	-	650	One car derailed account journal breaking 10th car from engine.
(250)	12-12	Woolsey	L-b	3-561	68	45	None	-	-	490	Piston rod broke.